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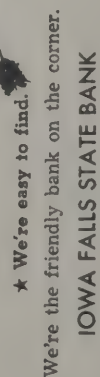
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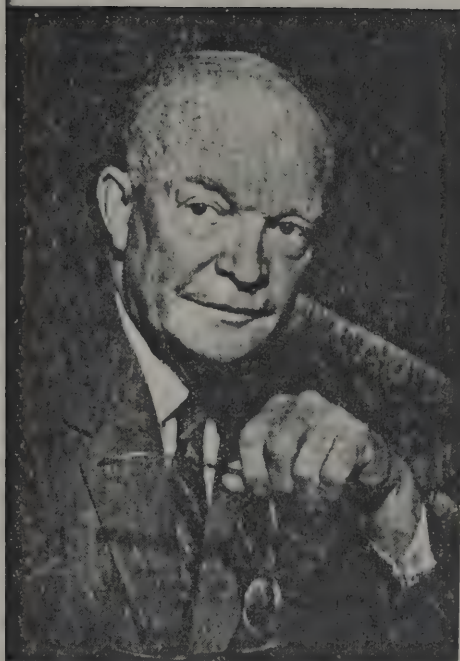
Iowa Falls, Iowa.
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 =PAUL BARKER. EARL FITZ CO-CHAIRMAN=
 =IOWA FALLS CENTENNIAL IOWA FALLS IOWA=
 CONGRATULATIONS TO THE CITIZENS OF IOWA FALLS ON ITS ONE
 HUNDREDTH ANNIVERSARY. I HOPE YOUR CELEBRATION WILL STIMU
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Greetings
from Iowa's Governor
Leo A. Hoegh



Governor State of Iowa
LEO A. HOEGH



IOWA
EXECUTIVE CHAMBER
DES MOINES

April 11, 1955.

LEO A. HOEGH
GOVERNOR

The Citizens of Iowa Falls,
Iowa Falls, Iowa.

Dear Fellow Iowans:

It is a privilege for me as Governor of Iowa to have this opportunity to say "Congratulations and Best Wishes" to the citizens of Iowa Falls on the occasion of the Iowa Falls Centennial.

All Iowans are familiar with the beauty of the "Scenic City", and the course of the Iowa River as it winds its way through the middle of town makes this locality one of the most picturesque and lovely in the entire state.

Iowa Falls through its first one hundred years has contributed much to the progress and accomplishments of Iowa, and I know that all citizens of our state join me on this occasion in wishing the city and its citizens the very best in the years that lie ahead.

Very truly yours,

Leo A. Hoegh
LEO A. HOEGH,
Governor of Iowa.

LAH:fh

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IOWA FALLS

A Century of Progress

By I. A. NICHOLS

When the white man came, above the present site of Iowa Falls was a great wood, which the early settlers call the "Upper Big Woods." The timber covered the country far out beyond Siloam Springs and extended far up the river to the west and across the river to Georgetown and on west. Below the site of Iowa Falls from two to four miles was the "Lower Big Woods." These woods covered the School creek neighborhood, this way and beyond, and across the river to the pioneer home of Henry Fiddler, and on down the river to the old Buttolph farm. The woods are now largely gone. The woodman's ax has taken a terrible toll.



FIRST HOUSE IN IOWA FALLS
Built by R. I. Talbott in fall of 1851

Between these great woods, the early settlers came. They saw the great rock columns of palisades rising 50, 60 and 70 feet above the waters in the river below. They saw Rock Run canyon where through countless centuries the rushing waters had cut their way through the limestone and where the patriarchs of the forest had formed a great bower of branches and leaves. They saw the waters of Elk Run wend their way through a most beautiful valley. They saw the many cool and refreshing springs that bubbled up in the valleys. The banks of the river were covered with Cedars, junipers, June berries, and bittersweet. The dogwoods and viburnums and wahoo bloomed in great profusion. Back from the river banks were the forests of oaks, basswoods, walnuts, butter-

nuts, hickories, maples, ashes, aspens, cottonwoods, elms, hackberries, willows, haws and sumac.

Then there were the silent and unending prairies, the great sloughs, the ever present ponds and muskrat houses, the water fowl, the prairie chickens and quail, and the wild life everywhere. The otter, beaver, mink, muskrat, and coon lived in the woods and waters and the elk and deer and wolves roamed the prairies. The rivers and creeks were filled with fish. In the woods and on the prairies in season were great fields of native flowers.

When the white man came, such a paradise of beauty and life greeted him, and before the white man came, such a paradise of beauty and life was the home of the Indian.

In the fall of 1851, Benjamin I. Talbott and son of Michigan and John Caldwell and Nathan Townsend of Jefferson county, Iowa, came to what is now the Iowa Falls community, chose their lands, and built their cabins. Townsend and Caldwell returned to Jefferson county to spend the winter. Talbott and his son remained and lived in their cabin during the winter of 1851-52 and thus became the first residents of what was to be Hardin township and Iowa Falls. The only other residents of these immediate wild woods and primitive prairies were Jacob Kidwiler and family, who settled near the present site of Eagle City in October 1850.

In July 1852 Captain Samuel White of Illinois and Dr. J. F. Simonds of Vermont, together with a few other settlers, arrived on the scene. White built his cabin at the south edge of the timber on what is now Iowa Street, about where Dr. F. N. Cole now lives, on the north side of the street, between Main and Stevens. Simonds built his cabin just east of the present Central school grounds.

On August 4, 1852 Samuel White entered the SE $\frac{1}{4}$ 13-89-21, that is he obtained a patent or title to the quarter section of land on which the business district of Iowa Falls is now located, and during the summer of 1853 built a mill, about two blocks below the present River street bridge. February 28,

1854 White sold this land and a half interest in the mill property to B. I. Talbott and Talbott decided to plat a town on the present site of the business district of Iowa Falls. He made his survey and had his plat ready to file under the name of Rocksylvania.

At once there was objection to the name on the ground that it was too long and too difficult to pronounce. Doctor Simonds was the principal objector. In the language of Marcus Woodruff, "By some insinuating of his mental faculties the doctor seemed instinctively to court the ill will rather than the good will of his neighbors, and, like Mark Tapley, appeared never so happy as when everybody else was miserable." In the early days before the dam came into existence, there were ripples in the Iowa river at this point and Doctor Simonds thought that Iowa Falls would be an appropriate name.

Mr. Talbott was a Quaker and, becoming vexed by the opposition, joined hands with Lindley Hoag, Peter Collins, and Edwin Terrill and laid out what is now known in a general way as East Iowa Falls and named it Rocksylvania. It was platted around a public square and consisted of 25 blocks. The south half of this public square is now used for the

eastside school grounds. Thomas Mercer did the surveying and the plat was filed for record November 1, 1854. The new city was promptly dubbed



This is Washington avenue looking west in the 1860's. The first building on the right is Christian Mellen's shoe shop. It is on the corner of Washington and Stevens, where McKay's harness shop and later the People's bank used to be. The first building on the left is Wm. Wilde's store.

"Pegtown," on account of the thousand stakes that marked the boundary lines of the lots. February 1, 1855 Talbott sold back to Samuel White the SE¼

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13-89-21, together with his half interest in the mill property.

"Uncle Bernie" Talbott's cabin was located on the side hill, facing the river from the north, about 100 yards northeast of the north end of the Rock Island railway bridge across the river and about 50 yards east of the Rock Island tracks. If you were to visit this site now, you would still find evidence of this primitive home. Scattered about are the stones from the fireplace chimney. These stones were taken from a small quarry, which may still be plainly seen, a few rods farther east. When the author came to Iowa Falls, the old stone barn of the Talbott home was still standing. Mr. Talbott had a sheep



This is the north side of Washington avenue, east of Main, taken in 1877. From left to right the buildings, together with the dates of their erection are: J. L. Estes double front on the corner 1876, Foster & Hoag's drug store 1874, Bank of Iowa Falls 1874, G. A. Ivins harness shop 1874, E. S. Ellsworth store and office building 1874, Welden's store 1876, Patrick's shoe shop 1874, Mellen's shoe shop (north-east corner of Stevens and Washington) 1874, and Cuplin's gallery on beyond (where the Cuplin block now is) 1874.

corral in the mouth of Rock Run, where the electric plant now is. The first store in Rocksylvana was established by Mahlon Collins in a small building near the public square. Edwin Terrill was post-master from 1855 to 1857 and the office was in his residence, later the Isaiah Biggs home, later the W. N. Barkey home. Of course, the house at that time was a cabin and not the present building. The cabin was located about one block south and one block east of the present Eastside school house. J. T. Miller, D. P. Griffith, and M. Hollingsworth erected a saw mill down near the site of the present lower bridge, about one-half mile southeast of the Eastside school house. Joseph White and John

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Weiland built a store, west and north of the present Eastside school house, facing the public square. A. A. Wells erected a large hotel, called the "Crystal Palace." It was a two story structure with a flat roof, located across the street west of the southwest corner of the present Eastside school grounds. The stages stopped there. The old stone Quaker church was on the north side of the present Rocksylvania street and a little east of the present Eastside school house, facing the original public square from the east. William Jones ran a blacksmith shop and built the first house in Rocksylvania, that is the first house built of lumber. Clayton Tompkins opened up a shoe store. Such was the setting of the scenery in Rocksylvania in its first days.

Captain Samuel White was a soldier of the war of 1812 and lived much of his life at La Harpe, Illinois, where he died in 1873 at the age of 79. Mr. White had several children, only one of whom B. F. White, survived him. Back in the 1870's this

son lived in the Oakland Valley neighborhood. Another son of Samuel White was the first white person buried in what is now Iowa Falls. The boy was laid to rest in what was later called Cobb's grove, now Jones park, in 1853.

On May 3, 1855 Mr. White sold that part of the original town of Iowa Falls lying south of Union street to J. L. Estes, Hosmer Stevens, and Clark Wilder, all of whom came from Illinois. Their purpose was to found a town. On October 22, 1855 Wilder sold his one-third interest in the proposed town to J. R. Larkin. That part of the original town of Iowa Falls lying north of Rocksylvania street was entered by W. H. Seevers June 13, 1852 and was sold to Samuel White on October 4, 1852 and sold by White on June 7, 1856 to Estes, Stevens and Larkin.

Thus we have Estes, Stevens, and Larkin as the founders of Iowa Falls. The town plot was filed for record June 28, 1856. The first business house was built by J. T. Brown and Marcus Woodruff and



EIK RUN—WILD FLOWER AND BIRD REFUGE



The center building, next door west of the present Sentinel block, was built by Wisner & Sayer in 1857 and is the oldest building on the business street. The next building to the west was built by O. W. Garrison in 1873 for a law and newspaper office.

1912

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AND LOAN ASSOCIATION**

Iowa Falls

Iowa

was located on the corner across the street east of the present Woods hotel. Brown and Woodruff opened a land, law, loan and insurance office. George Griffith did the surveying of the town plot and the proposed town was bounded on the west

and south by the river; on the east by the section line, one-half block east of Oak street; and on the north by Union street, that is the east and west street just north of Edgewood.

By 1875 six additions had been platted, as follows: Talbott's addition, bounded on the east by Rock Run, on the south by the river, on the west by the section line, one-half block east of Oak, and on the north by Rocksylvania; Railroad addition, where the Arling hotel, Swift plant, and Rock Island freight depot now are; Hiatt's addition which



Across the river from foot of Main street, in front of I. A. Nichols residence, before present dam was built.



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consists of a couple of blocks around the present hospital; Greenman & Hawes addition, consisting of the four blocks west of Hiatt's addition; Buttolph & Smith's addition, joining Greenman & Hawes addition on the north; and North addition, just north of the original plat of Iowa Falls, bounded on the south by Union street, on the west by Bluff, on the east by the section line, and extending north to one block north of the college, or North street.

Abram Palmer opened up Palmer's addition in



IOWA FALLS MILITARY BAND
Enroute to Grand Commandery of United States
in Philadelphia.

1893. Byron Bliss's Riverside Park addition, Ellsworth & Jones Oak Park addition, and Joseph White's Eastside addition were all opened up around 1897. In 1902 came Manufacturers addition by Byron Bliss in the extreme east part of town, north of the railroad tracks. W. H. Courtney opened up Courtney's addition near the Rock Island round house. In 1911 the first Washington avenue bridge was built and Frank Foster opened up the Westside, with various sub-additions to follow.

From the first white settler on the site of Iowa Falls until the incorporation of the town in July 1869, there was no mayor, no council, no marshall, no town administration, and they seemed to get along very well, although the population of the town had grown to around 1200. The township



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E. S. ELLSWORTH RESIDENCE Built in 1875

justices and constables saw that the peace reigned.

Hardin township was organized in 1854 with the following officers: Trustees, Dr. J. F. Simonds, Henry Pilgrim, and William Bolden; clerk, Edwin Terrill; assessor, B. I. Talbott; justice, John Caldwell. The election by which these officers were chosen was held under an oak tree down on the river bank near the mill, about where College street projected would strike the water. Doctor Simonds sat on a log and acted as judge of the election. The township election of 1856 was held in August at the log house of Joseph Wells Sr., also down near the river bank. Mrs. Wells served coffee and doughnuts from the cabin window. Sixty-five votes were cast with following result; Trustees, T. B. Knapp, J. F. Simonds, and Jacob George; clerk, J. S. Smith; justice, William Jones; assessor, David Mitchell; constable, A. A. Wells; and road supervisor, O. H. Foster. At the presidential election in November in 1856 there were 119 votes cast. In 1857 the following township officers were elected: Trustees, J. F. Simonds, J. H. Foster, and John Airy; clerk, J. S. Smith; justice, M. C. Woodruff; constable, J. T. Lane; road supervisor, D. W. Mott. The 1858 officers were: Trustees, D. S. Gray, J. C. Waldron, and John Caldwell; clerk, Charles McQueston; justice, William Jones; and constable, J. T. Lane.

When the Hardin Sentinel was moved from Eldora to Iowa Falls in December 1865, Marcus Woodruff, the editor, wrote the following in the first paper issued in Iowa Falls:

Ten years ago the 7th day of August (1855) we alighted from a lumber wagon within 40 rods from where we are now penning these lines and turning our eyes in every direction saw but a single dwelling, a log cabin, and around about it a small patch of wheat and on which stood a few acres of corn. Some ten or a dozen faces, the entire population of the town, smiled a welcome to White's Mill, now Iowa Falls, which at that time had neither

local habitation nor a name. Where now exists the teeming mart of our town, then stood a maturing crop of corn. Where now is heard the constant hum of active industry, the clink of the mechanic's hammer and trowel, the rapid stroke of the mill saws, the lumbering rattle of wagons and the tramp of teams, the Babel of tongues waging upon all sorts of subjects, where now stand nearly 200 buildings, where now move to and fro in the active pursuits of life over 1000 human beings, then could be seen the single farmer's unpretending cabin and its half dozen inmates, surrounded by an almost illimitable solitude of woodland and prairie. Then an unreliable weekly mail brought us news ten days old. Now we have three mails per day. Then our nearest railway market was 150 miles away. Now we are within earshot of the locomotive's scream. Then the arrival of a stranger was the theme of comment for days and even weeks. Now the lack of arrivals daily is a wonder. Then a wilderness, now a rapidly growing flourishing village. It should be borne in mind that the bulk of this improvement has been made in the single year past.

What then may we expect in the near future? In a few months at most the railroad will have given the town additional emphasis. The telegraph will transmit to us with lightning speed the intelligence of the busy world. The fast approaching year will witness our proportions in all respects doubled and perhaps trebled.

It may interest the reader to know that the above was written in the upstairs of a building still standing, the second door west of the northwest corner of Main and Washington, now occupied by Snook's cleaning establishment. The single log cabin spoken of was the Captain Samuel White cabin heretofore described. Jerry Lane and wife were running a hotel in the building. The wheat field spoken of covered the land now occupied by the Central school grounds and the public library, and on the ground where Estes park now is was a patch of corn and just north of this was some oats.

In 1863 land about Iowa Falls was selling for \$5 or \$10 per acre. New settlers were rapidly coming in, regardless of the war, and the primitive town in the upper Iowa valley was growing by leaps and bounds. Marcus Woodruff was editing the Hardin Sentinel at Eldora and made occasional visits to Iowa Falls.



NATHAN TOWNSEND HOME Built in 1857

In December 1865 the Hardin Sentinel was moved to Iowa Falls and from its columns we note that some of the citizens were arguing that the public square, now Central park, should no longer be used for a cow pasture and that the square should be fenced. On New Year's eve 1866 there was a grand cotillion party at Sayer's hall, over the present Snook cleaning shop, two doors west of Main, on the north side of Washington avenue. Hoop skirts had just come into fashion and were pronounced "the greatest invention of the age." A. A. Whipple was advertising for 2,000 prairie chickens, 1,000 mink skins, and 2,000 muskrat skins. The county was paying a \$4 bounty for wolves. There were three fords across the river, one up the river beyond Elk Run, one out through the ravine just above the present River street bridge, and one where the tower bridge now is, about a half mile southeast of the Eastside school house.

When the news was received in April 1865 that Lee had surrendered, flags waved, bells rang, and the cannon in the park boomed and burst. Iowa Falls citizens were very patriotic and did their part in war.

April 4, 1864 they organized the Soldiers Aid Society of Iowa Falls with D. M. Dodson, president and Emma Smith, secretary. By means of membership fees, festivals, and donations they raised \$693.78.

In April 1866 the oak stumps in the street at the east end of Washington avenue were removed and the ground leveled up. In 1866 there was still no incorporated town of Iowa Falls and public business was handled by the township officials: O. W.



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Garrison and William Jones, justices; J. H. Carleton, clerk; David Alvord, Elias Vick, and J. R. Haworth, trustees; R. R. Murphy and W. C. Holding, constables. On Christmas eve 1866, the Sunday schools held a union Christmas tree in Sayer's hall.

In May 1868 we find: "Dozens of white topped wagons are passing through our streets daily loaded with immigrants seeking homes in this and adjoining counties. The roads are alive with teams, single, tandem, double, quadruple, men, women, children, babies, chickens, searching out homes on the inviting prairies of the upper Iowa.

In June 1868 there is much commotion over the new hog law, under which hogs may no longer run at large. Constable Murphy states impounding stray hogs and the owners start a flank movement by which they release their hogs from limbo without due process of law. Murphy announces that he will arrest all trespassers.

The Congregational church has a new bell and rules are established for its ringing — for Sunday school, for evening addresses and lectures, for con-

ference and choir and business meetings, for tolling for deaths, and for fire alarms. The church key can be found at the Joshua Sayer home across the street to the west of the church, the site now occupied by Dr. C. M. Wray.

The first delivery wagon in Iowa Falls was put on by Van Buskirk & Parker July 1, 1868 and our



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people had merchandise delivered unto their doors. In September 1868 wheat was being marketed in Iowa Falls from 20 to 30 miles away. In October we are told that Ellis and Tipton townships were rapidly settling up, gophers and coyotes giving way to human beings. A great fire swept across Jackson township from Ellis, destroying fences, stacks, stables, hay, and hogs. In December the Sentinel said: "The present sleighing brings out cutters, robes, spanking teams, young sighing swains, and gushing girls—and they go cavorting up and down the street, the envy of Benedicts and confirmed old maids.

S. M. Weaver came to Iowa Falls about this time and in an address given in 1895 he pays his respect to this period in the history of the town this way:

A log cabin with a single room and loft were large enough for love and a fair degree of human comfort.

There was not a covered buggy within 100 miles and the ladies were not ashamed to ride to church and to the circus (and they neglected neither) in a lumber wagon.

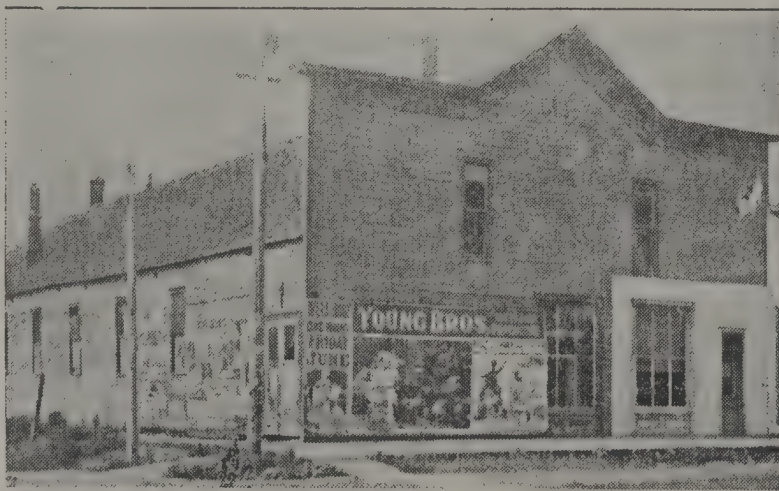
The only hammocks in the settlements were made of ropes and barrel staves and needed repairs following every Sunday evening. Most of the furniture was home-made.

The girls dropped corn, drove the reaper, milked the cows, and watched the herds on the prairies.

The girls did not buy their complexion at the drug store or their forms at the dressmaker's or at fashion shops.

The girls knew nothing of bicycle bloomers or knickerbockers and did not dream that they were the down-trodden slaves of the tyrant man. They were neither afraid of poverty nor ashamed to work.

There were stumps in the streets and no sidewalks. The merchants had various kinds of platforms in front of their stores. The paths and roads were bumpy. The bull frogs in the ponds sang the babies to sleep. A stranger passing along Washington avenue after dark needed an experienced guide to save his neck from dislocation and a double supply of all the Christian graces to avoid imperiling his soul by profanity over the pitfalls in his way.



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IOWA FALLS, IOWA

After much talk and debate about incorporating an election was held in January 1869 and the voters decided to incorporate by a vote of 167 to 47. An election was held on June 10, 1869 to decide just what territory should be included in the corporation. The commissioners who called the election were J. S. Smith, N. Eldred, J. W. Hiatt, Robert Wright, and J. H. Carleton.

The first town election to choose officers was held July 24, 1869. The following candidates had no opposition: For mayor, O. W. Garrison, who received 158 votes; for recorder, S. M. Weaver, 157 votes; for trustees, J. W. Hiatt 160 votes, and I. B. Thomas, 158 votes. However there were five trustees or councilmen to be chosen and a war was on over the remaining three to be chosen. Robert Wright, Hosmer Stevens, and A. E. Arnold ran on the Republican ticket and each received 88 votes. J. S. Smith, N. Eldred, and Alfred Woods ran on the People's ticket and received respectively 75, 74 and 10 votes.

When Mayor Garrison took over his office, Iowa Falls had 5 general stores, 6 groceries, 2 hardwares, 2 drug stores, 2 furniture stores, 2 harness shops, 1 marble shop, 4 boot and shoe dealers, 3 hotels, 1 printing office, 4 blacksmith shops, 1 wagon shop, 4 farm machinery dealers, 2 liverys, 2 grain dealers, 1 flouring mill, 1 saw mill, 1 machine shop, 1 woolen factory, 1 photo gallery, 2 milliner stores, 1 bank, 4 lawyers, 3 doctors, and 3 land agencies.

On and after October 20, 1869 it became unlawful for hogs, goats and sheep to run at large in Iowa Falls and a town pound was established and rules and penalties fixed by ordinance. Nelson Follett was the first city marshal and in the fall of 1869 he was busy putting Washington avenue to grade. Sidewalks were built along the avenue. An Iowa Falls lady counted 300 covered wagons passing her place in March 1869 and 65 one day in May. In those days hay on the prairie was free to all.

The first dog license ordinance was passed in January 1870. People were forbidden by ordinance to scatter ashes in the street. In 1871 a company of orphan boys was shipped in from New York City and put on display at the Wells hall, where families could go and choose a boy and provide for him. At threshing time there were seven machines running north and west of town.

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The summer of 1871 was very dry and the water in Rock Run, outside of town, consisted of stagnant pools. The cows of the town, 150 strong, were herded on the prairies and a young man by the name of J. B. Matthews was the herder. He drove the herd to a slough, north of town, near a corn field for water. The cows broke for the corn field and made a square meal out of the roasting ears. The result was ten dead cows. The potato bug put in an appearance in 1871 and the only remedy people knew was to pick them off by hand and put them into a pail of kerosene.

In October 1871 J. C. Waldron was elected mayor and P. J. Cowan trustee. It was during Waldron's administration that the Battle of the Hay Stacks was fought. November 6, 1871 the council passed an ordinance requiring the removal of all hay stacks from the business district within ten days. Of course, a score of hay stacks could not be thus easily dispatched. There were barns and horses and cows near the hay stacks and the horses and cows needed hay. Petitions were put in circulation and the council extended the date to Febru-

ary 1, 1872. Petitions were again put in circulation, many protests made, and much bad feeling engendered, but the council stood pat on February 1st. In 1872 Mr. Waldron was re-elected mayor, O. W. Garrison recorder, P. J. Cowan assessor, J. S. Smith,



This is the north side of Washington avenue in 1867, between Main and Stevens. The "Leather Store" is the harness shop of G. A. Ivins. The A. A. Whipple front is the "Old Pioneer Store" of J. S. Smith, built in 1855. It was located the next door west of the present Citizens bank. Next comes Geo. Payne's barber shop and then Eldred & Hart's boot and shoe store. The large stone building was on the northeast corner of Main and Washington, built in 1866, and was occupied by Julia Church's millinery store and by L. Crosby's dry goods store.

PARADE OF PROGRESS

JOHNSON MOTOR CO.

IOWA FALLS OLDEST AUTOMOBILE DEALER



JOHNSON MOTOR CO.

FORD SALES AND SERVICE

213 OAK

IOWA FALLS, IA.

PHONE 2531

William Wilde, L. F. Wisner, C. Cowan, and W. A. Plantz trustees. The annual salary of mayor was fixed at \$50 per year, recorder \$40, and trustees \$25. J. T. Lane was street commissioner. All the churches in town joined in the grand celebration of July 4th in the grove between the "dells of Rock Run and the depot."

In two weeks in May 1873 over 100 covered wagons passed through Iowa Falls, bound for the northwest. The Sentinel said: "Westward Ho! Quite a number of westbound wagons have been passing through. It has been a common practice of late years for the conductors of these schooners to forestall the ever recurring question, 'Where are you bound?', by painting on some conspicuous part of their craft, 'Dakota or Bust,' 'Kansas by thunder,' 'Sioux Falls or the devil,' or some other classical equivalent. The latest thing we have seen along that line appeared on a wagon that passed through town Saturday and read as follows: 'Where we are going, or how we will fare, no one knows, and damn few care.' There were two saloons in Iowa Falls in 1873. W. W. Bunce was marshal.

In February 1874 a wild cat was caught in a trap near Hampton. The Sentinel said: "The 'varmint' is about the size of three or four ordinary tomcats and is a ferocious looking fellow. Doctor Rigg, the Iowa Falls taxidermist, will stuff the critter and mount him in good shape."

From April 1, 1873 to April 1, 1874, Iowa Falls shipped out 280 cars of grain, 70 cars of stone and lime, 12 cars of potatoes, and 20 cars of lumber, 40 cars of coal, 15 cars of implements and household goods, and 12 cars of sundry things.

June 14, 1874 sixteen carloads of excursionists from Marshalltown, headed by the Marshalltown band, visited Iowa Falls, spending the day viewing

the sites in and about the city. A picnic dinner was held at Cobb's grove, now Jones park. O. W. Garrison gave the address of welcome.

One great landmark in the history of Iowa Falls is the great fire of July 14, 1874. It started in the rear of the Harrison & Vaughn meat market, which stood where the Rex theatre now stands, on the south side of Washington avenue, five doors east of main. The butchers were frying out lard in a great iron kettle at the rear of the building. The wind was blowing a fearful gale from the southwest. Some grease slopped over into the fire and instantly there was a mass of billowing flames. The fire destroyed about everything on both sides of Washington avenue between Main and Oak, Estes and Washington and everything on the block east of Central park except the Baptist church and the C. M. Hyer house. The only building saved in the business district east of Main street was the Chapman marble works at the corner of Estes and Main. The Baptist church caught fire and J. T. Buttolph offered \$50 to anyone who would climb the roof and put out the fire. John Rinehart did the job but would accept no money.

In January 1875 W. H. Courtney, S. Cuplin,

Walsh & Knox

Iowa Falls'
Oldest Hardware

1935

—

1955

GOHRING MOTOR CO.

- PACKARD
- STUDEBAKER
- AUSTIN

SALES AND SERVICE

Founded by W. G. Gohring 1908



ELLSWORTH COLLEGE
Central part built in 1890; wings built in 1891-1892
North hall built in 1900

Kimball & Wells, Adam Kratzer, John Althens, and E. R. Calkins were engaged in putting up ice. The ice was 20 inches thick.

One day in March 1876 by actual count there were 241 teams in the business district at one time.



This is the south side of Washington avenue in 1866. The Rigg drug store was on the corner where the Iowa Falls State Bank now is. The next building is the store of Wilde & Bliss, where the Bliss block now stands. The large brick building just beyond is Arnold & Soule's drug store. Then comes Althen's saloon and the meat market where the great fire started in 1874. Next is Wisner's bank. Next is the W. A. Plantz grocery and postoffice and then comes the Gibbs & Knapp general store. On beyond is the Woods hotel.

The new town officers were: S. M. Weaver, mayor; H. C. Miller, recorder; R. A. Carleton, assessor; M. Nutter, E. S. Ellsworth, T. B. Knapp, R. J. O. McGowan, and Robert Cooper, trustees. The public square was graded and trees set out within the park. The trees in the parking were set out by Wils Leonard. The park fence was completed.

In June 1877 Canada thistle showed up in the public park, much to the consternation of the people. In June 1877 a heavy rain played havoc with the Rock Run bridge, which was not an uncommon occurrence in pioneer times. The town and county had just completed a stone wall and fill in the Run, when an avalanche of water cut under the wall and the whole structure went out with a crash.

In July 1877 some 700 horses from Texas came into Iowa Falls and about 100 of them sold at prices ranging from \$7 to \$40. The Sentinel said: "Everyone sold had to be lassoed, thrown and haltered, and the dexterity of 'Mustang Bill,' the Texas herder, in throwing a lariat attracted a crowd of men,



CHUCK'S AUTO & TRACTOR WRECKING

- SCRAP IRON
- METALS
- WE BUY – WRECKED CARS,
TRUCKS AND TRACTORS

Charles Ellefson, Prop.

2 Miles North on Hi-Way 65 & 20

Iowa Falls, Iowa

women, and children at the stock yards at the depot. The herd moved on north to Minnesota and Wils Leonard went along as auctioneer. They will stop at towns along the route."

In 1877, twelve years after the close of the Civil war, the country reached the depth of the depression and the country swarmed with tramps. Here are some excerpts from the Sentinel:

August 8, 1877: Most of the towns around are organizing their citizens into home militia for protection against tramps. It would not be a bad idea for Iowa Falls to follow suit. These fellows go in bands of a dozen to 100 and where they find no resistance are apt to commit depredations. Where they come from, no one knows, but, judging from their acts, it looks as though hell had spewed out part of her population over the land.

June 12, 1878: Never before has the tramp nuisance opened up so early and never before has there been so many men out of employment. Wages are low and machinery crowds men out of their usual paths of labor.

July, 17, 1878: Look out for tramps. They are swarming north and west in large gangs. They take possession of trains and rob men whom they chance to meet. Marshalltown has been having a severe tussle with two gangs, one going west and one going north. Iowa Falls should have a protective organization. Governor Gear has issued his proclamation to sheriffs and mayors. It would be a sad thing for us to suffer a raid from these vagabonds and be utterly at their mercy.

In October 1878 a wild cat took up his abode in what is now called Wild Cat Glen. The Sentinel said that "he was a big fellow and would prove a tough customer if brought to close quarters. Traps were set but the cat was too wise to stick his nose

into a trap."

C. A. Bamber was assessor in 1875 and found in Iowa Falls 195 horses, 301 cattle mostly cows, and 396 hogs, fourlegged.

In 1879 there were 25,000 head of cattle herded on the prairies of Wright county. In the fall 800 head were driven through Iowa Falls to their home in Benton county.

The early day slaughter house, when meat shops butchered their meat, was located just north of the present boat house, south of the present Catholic



METROPOLITAN OPERA HOUSE
Built in 1899

Mark Insurance Agency

Leroy E. Mark
Good-Roberts Building
Iowa Falls, Iowa

Congratulations on
100 years of progress

From



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Dial 3704

Iowa Falls, Iowa

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IOWA FALLS SALES PAVILION

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IOWA FALLS

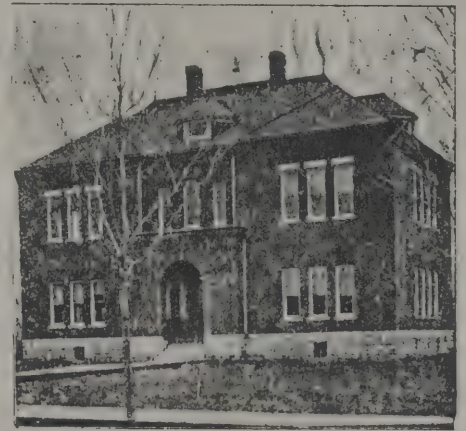
cemetery. Later there was a slaughter house on the J. R. Mitchell property, back up northwest through the woods from Foster bridge.

In September 1880, the Sentinel announces the death of Sancho Panzo as follows: "One of the old residents of Iowa Falls died suddenly last Thursday night. He was a dog, it is true, a town dog, but he was always a faithful, kind, and patient friend. The last act of Sancho Panzo was to kill a large rat and immediately lay down and yielded up his life. There was a great mourning among the children and it was a touching sight to see them prepare the dead for burial and cover the mound with garlands of flowers. Sancho was about fifteen years old and known and loved by everybody. Peace to his ashes. It is not a weakness to drop a tear to his memory. His grave shall be marked by an appropriate slab bought by the contributions of little hearts that are well nigh broken over Sancho's sudden exit from this life."



MILL AND RIVER STREET BRIDGE 1888.

When President Garfield died in September, 1881, the business houses closed and services were held at the Baptist church. The church was heavily draped and beautifully ornamented with flowers. Back of the pulpit were the pictures of Garfield and Lincoln. Mayor J. S. Smith called the meeting to order. Speeches were made by S. M. Weaver, T. H. Milner, J. H. Carleton, M. W. Anderson, L. O. Bliss, and O. W. Garrison. S. P. Smith drilled and led the choir for the occasion.



HIGH SCHOOL BUILDING — 1886

IOWA FALLS OLDEST MARKET
AND
IOWA FALLS YOUNGEST MARKET

The same goal in mind from beginning to end

Quality - Service

CUT RATE

The Busy Little Store on the Main Street

FOOD GIANT

The Giant Super just around the Corner

In January 1881 the city council gave the Iowa and Minnesota Telephone Company the right to use the streets and alleys for ten years for telephone purposes. A petition was circulated asking the county to put a telephone in the court house and connect up Ackley, Eldora, and Iowa Falls. This was the beginning of the telephone exchange in Iowa Falls. In the course of time an exchange was established in the room two doors east of Stevens on the north side of Washington avenue. Mollie Wilson, later wife of Claude Garrison, was telephone girl for a number of years. In 1897 there

were 29 phones in Iowa Falls, seven of them being in residences. Along around the turn of the century wars were on in many places between the Iowa or old line company and independent companies. These independent companies were usually backed and used by the farm lines. The independent company in Iowa Falls was called the Hawkeye Telephone Company and it was organized in 1900. Eventually the old line telephone company won out and the independent exchanges became a thing of the past.

Cornelius Cowan was elected mayor in 1882, L. E. Jones recorder, and J. H. Foster and J. T. Buttolph councilmen. The liquor issue was injected into the campaign and the men elected were called the "license ticket." The new administration immediately passed a license ordinance requiring the saloons to pay \$300 yearly.

In 1882 the county board established the river road, extending from the brow of the bluff on Cedar street, to the northwest across Elk Run, on up the river to the Georgetown ford. This is the road that now passes the boat club house, over the Foster bridge, on up the river.

The first city street light in Iowa Falls, put out by



SCHUYLER HOLLY HOUSE
Oldest house in Iowa Falls — (Built in 1856)

WELDEN AUTO COMPANY

Sales *Nash* Service

IN
Iowa Falls

Since
1923

Since 1918

NORTH
CENTRAL
IOWA'S
FINEST
CLEANERS

Snook
THE CLEANER

the city dads, appeared in 1882. In 1883 street lights, oil lamps, were put up along Washington avenue. In the 1883 election Harrison Cady was elected mayor, W. H. Woods recorder, H. C. Miller treasurer, Edward Dowdell assessor, and James Hay and Zeno Hoag trustees.

John H. Weiland took a census of the town in

1883 and found 1,521 persons.

In 1885 and 1886 Iowa Falls had no marshall and no jail. City funds were low and the city fathers did not want to spend the money.

In March 1889 the English sparrow appeared in Iowa Falls and took up his permanent abode.

In April 1892 the town decided by vote of 272 to 8 to build a system of water works and the contract was let to Fremont Turner of Ames for \$13,



The first building to the left, long time laundry, was built by John Watkins in 1857-8. The next buildings in order were built by Robert Cooper in 1887, 1865, and 1860 respectively. All these buildings are still going concerns.



WESTERN HOTEL STAGE BARN
Built in 1858

Congratulations Iowa Falls
On Your
100th Birthday

Standard Distributing Co.

Waterloo, Iowa

Distributors of

SCHLITZ BEER

258.51. W. H. Courtney superintended the job for the city. In May 1894 the water system had been in operation for a year and receipts were less than the expenses. Many streets had no mains and many residents did not use city water, even if the mains passed their doors.

In June 1892 the Iowa Falls Electric Light Company was organized with the following officers: E. S. Ellsworth, president; W. H. Courtney, vice-president; H. C. Miller, secretary; W. H. Woods, treasurer; and E. S. Ellsworth, J. L. Hoag, William Welden, W. H. Woods, H. C. Miller, W. H. Courtney and



SAMUEL KELLY HOME—Built in 1866

Z. K. Hoag, directors. There was trouble in securing funds and work on the building and plant did not begin until 1895. When the author came to Iowa Falls he set type by a kerosene lamp attached to the top of a type rack, and he carried water from the town pump at the street intersection of the now post office corner. The new electric light plant was built on the Burlington, Cedar Rapids & Northern railway right of way, just east of the present Swift building, but was moved in 1900 just south of the Woods hotel. In 1900 the company added a hot water heating system and furnished heat in the business district. Later financial difficulties overtook the company and C. F. Peterson of Des Moines took over and operated the property under the name of Peterson Heat, Light & Power Co.

In 1915 Cedar Rapids people came here and put in the present electric plant and dam at the mouth of Rock Run under the name of Iowa Falls Electric Company, crowding out the Peterson company. At the same time the Cedar Rapids people put in the present city heating system. The name of the company was later changed to the Central States Electric Company. The Cedar Rapids people also took over the gas plant and built the present property on east Rocksylvania. The original gas plant was pro-

DRAIN TILE (in every size)

CONCRETE BLOCKS

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- Quality Concrete Tile that meets State Highway Commissions Standards.
- Unaffected by frost action, freezing and thawing.
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620 E. Rocksylvania

moted and built by George S. Forest and W. H. Woods around 1905 and was located east of the present Swift building.

In 1893 C. B. Taylor was street commissioner and removed the fence from the public square, now Central Park.



THE PAGODA IN CENTRAL PARK

The ladies were from 1885 to 1898 raising the necessary money

In 1894 the city moved the fire station from Estes park to the south side of Estes street, between Oak and Stevens, where the Swift company now has a station. Here the city kept a team of fast horsès, with harness hanging over them, ready for instant action in hauling the fire equipment in case of fire.

Assessor Bowman took the 1895 census and found 2,257 persons in Iowa Falls.

The mayors of Iowa Falls in consecutive order up to 1900 were: O. W. Garrison, J. S. Smith, G. W. Chapman, J. C. Waldron, S. M. Weaver, E. S. Ellsworth, C. Cowan, Harrison Cady, W. H. Woods, S. P. Smith, and G. L. Whinery.

Hitching posts were removed from the business district in 1900, much to the disgust of the farm people.

The sewer system in Iowa Falls was started in 1902 and ran down Main street and Washington avenue, entering the river along about the south end of Fremont street.

City mail delivery was installed in Iowa Falls in 1903.

(Please turn pages following Centennial Program Section for Continuation of Historical sketch of "Iowa Falls—A Century of Progress.")

1980547

FOR A SNACK OR A MEAL . . .

Beside the
Ford Garage

**PARK and
EAT**



Next to
Clifton's

**STOP and
EAT**

IOWA FALLS POULTRY & EGG CO.

A Quality Market for your Eggs and Poultry

We sell a Complete Line of FUL-O-PEP

Poultry and Livestock Feeds

1906 -- 1955

Serving the Community for 49 Years



MEMBER OWNED

MEMBER CONTROLLED

Total Assets - 1906 - \$5,000.00

Total Assets - 1955 - \$842,415.00

Total Member - 1906 - 130

Total Member - 1955 - 1185

**EVERY DOLLAR OF PROFIT MADE BY THIS
CO-OP STAYS IN THE COMMUNITY**

FARMERS CO-OP ELEVATOR CO.

IOWA FALLS, IOWA

1855



1955

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Iowa Falls State Bank is charging no rent to
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Iowa Falls State Bank
Ben Ites

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Errors of omission, typographical errors, misspelling and oversights will be
rectified and acknowledged in the next Centennial booklet to be published
in the year 2055. Please contact the committee at that time.



MARILYN ALLISON
AMERICAN LEGION AND AUXILIARY

Centennial Queens

Shown here are the candidates for the title of Iowa Falls Centennial Queen. One of them will reign as Queen of the celebration with runners-up serving as her attendant. Coronation of the Queen will take place at the Centennial Ball.



KAREN HANSEN
ODD FELLOWS (I.O.O.F.)



DONNA McCOY
JUNIOR CHAMBER OF COMMERCE



JANEICE SWART
LOYAL ORDER OF MOOSE



JULIA COLE
LIONS CLUB



KAY SANTEE
ROTARY CLUB



JUDY APLAND
B. P. O. ELKS LODGE

CANOE FLOTILLA

HARVEY EVERETT, Chairman

A sturdy group of modern-day pioneers made a historic voyage down the Iowa River from Iowa Falls to Iowa City, site of Iowa's first capitol. The trip required eight days and over 300 miles of the Iowa river was traversed. The flotilla was honored by Governor Leo A. Hough who met the weary river travelers at Iowa City. The Governor was presented a hand carved rifle, a gift to the Iowa Falls Centennial committee by Effie K. Osgood.

ITINERARY

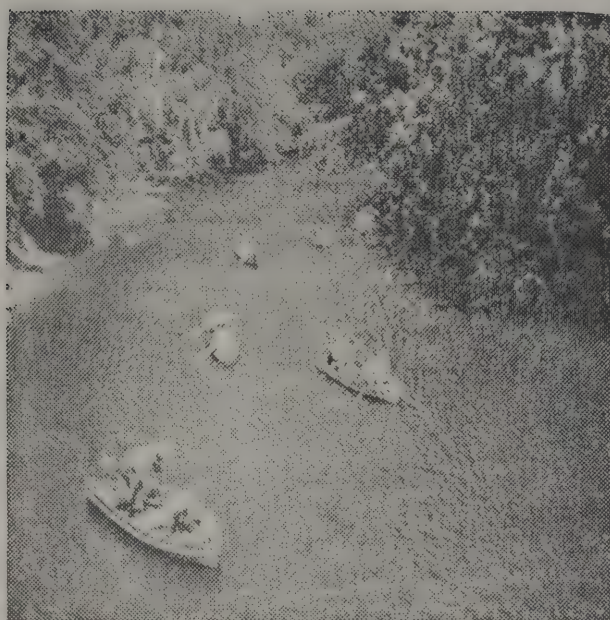
Date	Overnight Stop
Friday, May 20	Steamboat Rock
Saturday, May 21	Marshalltown
Sunday, May 22	Tama
Monday, May 23	Belle Plaine
Tuesday, May 24	East Amana
Wednesday, May 25	Lake McBride
Thursday, May 26	Corrallville Dam
Friday, May 27	Iowa City (4 P. M.)

ACKNOWLEDGEMENTS

Conservation Officers who served as guides:
 Chuck Stribbling (Iowa Falls to Marshalltown)
 Walter Harvey (Marshalltown to Tama)
 Bill Boswell (Tama to Belle Plaine)
 Wendell Simonson (Belle Plaine to Iowa City)

Special assistance was given by the National Guard in furnishing transportation and assistance all along the way. Also to:

Dave Birdwell (Repairing Motors)
 Elkin Bros. (Hauling Boats)



A GROUP ON THE IOWA RIVER

THOSE WHO VENTURED

— ALL THE WAY —

Sheriff Paul Hodgson, Captain of Flotilla	
D. Y. Alldridge	Kent Calkins
Art Schmacker	Emerson Calkins
Don Klaaren	Gilbert Cuplin

— PART OF THE WAY —

Lyman Way	Don W. Barker
Russell Schneider	Jim Price
Jerry Mark	Barton Miller
Ted Abkes	A. K. Robinson
Dale Jackson	John Harlow
Dwight Brown	Matt Greensweig
Leonard Lettow	Tony Gentle
William Raab	R. G. Jennings
Mike Fischer	Joe Jennings
Bob Santee	Joe Garcia
Harry Clark	Bill Welden
Harold Ramey	Earl Fitz
Clair Gray	Allan Fitz
Ted Kaperly	Cliff McCullough

Bob Bobzien



DIAMOND ROLLARENA

Soundproof Floating Floor
and Organ

1/2 mile North of Iowa Falls
on Highway 65 & 20

CLASS REUNIONS

WEDNESDAY, JUNE 15

CLASS	SECRETARY	WHERE HELD
1925	Arlene Hartman Kessell	Christian Church

FRIDAY, JUNE 17

CLASS	SECRETARY	WHERE HELD
1904	Jessie Harvey Pieson Helen Welden	H. S. Auditorium
1910	Edda Mason	H. S. Auditorium
1924	Wilma Albright Wood	Bethany Lutheran Church
1926	Mildred Trickey Santee Avonelle Bennett Watson	Masonic Temple
1927	John Welden	Masonic Temple
1928	Mary Repp Sheldon	H. S. Auditorium
1934	Jane Anderson, Merle Stockdale, Mrs. R. F. Chiquet	Christian Church
1937	Doris Schacherle Foster Eleanor Thomas Barkey	H. S. Auditorium Box Lunch
1939	Eleanor Osgood Eggspuehler	H. S. Auditorium

SATURDAY, JUNE 18

CLASS	SECRETARY	WHERE HELD
1933	Mrs. Marion Shane	Methodist Church

SUNDAY, JUNE 19

CLASS	SECRETARY	WHERE HELD
1929	Mary Holbrook Weddle	Catholic Church
1942	Bob Hamilton	Jones Park
1943		Jones Park
1944	Warren Ness	Jones Park
1946	Max Barker	Foster's Park
1948	Kathleen Graham Stevens Jean Bartrug Dodgion	Foster's Park
1949	Maxine Laughlin	Oak Park
1941	Arlene Millet Fults	Oak Park
1945	Phyliss Wellen Madole	Jones Park

MONDAY, JUNE 20

CLASS	SECRETARY	WHERE HELD
1922	Ida Caine	Odd Fellows Hall

PIONEER CLUB

Members that have lived in this community fifty years or more

Mrs. Leila Stringer Tracy
Mr. and Mrs. Carl Myer
Mr. and Mrs. Myrtle Richtsmeier
Mr. J. Louis Daniels
Mrs. Leona Warrior
Mr. and Mrs. H. I. Surl's
Mr. and Mrs. W. K. Brass
Mr. and Mrs. Warren Williams
Mrs. Lowell Cison
Mr. Earl Whitman
Mr. and Mrs. Everett McCord
Mrs. Harold Lyon
Mr. and Mrs. Harvey Gardneu
Miss Maude Locy
Mr. J. H. Brown
Mr. and Mrs. Herman E. Drier
Mrs. Arthur Hamilton
Mr. and Mrs. Paul Dettbarn
Dr. K. Brown
Mr. LeRoy Mark
Mr. Ed Warner
Mrs. Lela Warner
John S. Chandler
Mr. and Mrs. J. M. Tidman
Mr. and Mrs. L. V. Croot
Mrs. Charles Mark
Mr. and Mrs. E. E. Kline
E. L. Moore
Mr. and Mrs. Cecil Nolte
Henry E. Christianson
Mr. and Mrs. Frank Wall
Mrs. Art Windecker
Mr. and Mrs. Ralph E. Lerch
Mr. and Mrs. A. T. Keough
Mr. and Mrs. Edwin Myers
Mr. and Mrs. Alva Canham
Mr. and Mrs. George Strahorn
J. E. Pippin
Dr. and Mrs. Wray
Mr. and Mrs. E. E. Benedict
Mr. and Mrs. G. M. Kelsey
Mrs. Fred Trickey
Mr. and Mrs. W. W. Trickey
Edda Mason
L. L. Welden
Chester Seirft
Bess B. Bogie
Ralph Janssen
Charles Weyrauch
Mr. and Mrs. J. K. Santee
Ray Boddy
Mrs. Nancy Hall
Mr. and Mrs. C. B. Story
Mr. and Mrs. C. P. Christenson
Mr. and Mrs. Earl Bailey
Sumner Osgood
Sam Gohring

Clifford Green
Mr. and Mrs. Ernest Welden
Mary Parmelee
Mr. and Mrs. Wendell Holbrook
William Eberhardt
Mr. and Mrs. John F. Hensing
Mr. and Mrs. H. E. Warner
Mrs. L. W. Graham
Mrs. Hazel Fayant Bleeker
Mr. and Mrs. Frank Welden
Mr. and Mrs. Roy Parland
George Pemberton
Mr. and Mrs. Cliff McCullough
Mr. and Mrs. Morris Nelson
Mrs. Ina Bowman Otterbach
Mrs. Luany Hamilton
Mrs. Minnie Adamson Bulloch
Mr. and Mrs. Al Beitch
Mr. and Mrs. Grant Bobzien
Frank Riley
Mr. and Mrs. John W. England
Mr. and Mrs. Casper Myer
Mr. and Mrs. Ralph Wolfe
Mr. Henry Carstens
Mr. and Mrs. Fred W. Myer
A. H. Hensing
Mr. and Mrs. Frank Fredericks
Mr. and Mrs. Aaron Tjarks
Mr. and Mrs. Margaret Fredericks
Mrs. Oral Carpenter Henry
Mr. and Mrs. John Lettow
Mrs. Lillian Whiteside Schachterle
Mrs. Jessie Foote Peisen
George Carstens
Mrs. Bert Purcell
Mrs. Miriam Pyle Johnson
W. G. McMillen
E. H. Kaufman
Cecil Hife
Mr. and Mrs. C. J. Kelsey
R. J. Warren
Sadie Windecker
Guy Wilson
Milo Walthal
Harold Stotser
F. H. Bird
Floyd Harmon
Lawrence Kachazel
Charlie Peterson
William Keller
Floyd M. Dickson
Tillie Bessman
Mrs. Mae Grant
George Wall
John Keller
John Rummell
Bess Wilkinson Welden

Mrs. Glenn Fay Foster
Fred Mitchell
Mrs. Jessie Hartman Pardum
John Berfield
Mr. and Mrs. Claude Koon
Mr. and Mrs. R. E. Harmon
Mr. and Mrs. Ray Miller
Paul Jones
Harvey Yaw
Mrs. Mate Walters Gilbert
Mr. and Mrs. Cliff Warnock
Miss Ella Stotser
Mr. and Mrs. F. L. Myer
Mr. and Mrs. George Thies
J. E. Meyer
Mr. and Mrs. E. W. Gerzema
Mr. and Mrs. A. W. Meyer
Mr. and Mrs. H. C. Hanson
Mr. and Mrs. F. L. Mensing
Mr. and Mrs. Frank Hoffman
Elias Myers
John Jaggs
Faith Welden Olson
Fred Hall
Mrs. Arthur Stockdale
Mrs. Minnie Mensing O'Kelley
George Fitz
Mrs. Til Whitman
Mr. & Mrs. Addie Oppold Mahoney
Edgar Beamish
Mr. and Mrs. Emery Chaplin
Herman Kaster
Effie Kickles Osgood
Mrs. Brightwell
Mr. and Mrs. Lonnie Blair
Martin Lauterbach
Mrs. Jennie Harp
Juanita Hall Boeye
Francis Steer Rudirouff
Ira Nichols
Lavern A. Meyer
Fred Mussigmann
Mr. and Mrs. A. B. Nelson
Mr. & Mrs. Esther Kelsey Waggoner
Earl Dougan
C. L. Blair
Mr. and Mrs. Jess Capwell
Earl Allen
Mr. Charles Stockdale
E. A. Westbury
Mrs. Bess Cutting Lutterman
R. L. Daniels
Mr. and Mrs. Ray Strahorn
Mr. and Mrs. Arthur Ward
Glenn Shafer
John Tjarks
Mr. and Mrs. H. C. Axtel
Mr. Billy Dunning
Mr. and Mrs. George A. Mark

AQUARAMA

THE HISTORICAL PAGEANT

Episode I — **WE PRESENT: OUR CENTENNIAL QUEEN**

Ladies and gentlemen, we present Her Royal Highness, Our Centennial Queen and Her Royal Court.

Episode II — **PROLOGUE**

Selections from "Memory Pictures", the reflections of one of Iowa Falls most beloved teachers, Blanche Stoddard Slayton.

Episode III — **THE REDMAN**

The early inhabitants of our river country gather about a tribal camp fire after a day of hunting.

Episode IV — **THE ARRIVAL OF OUR FIRST SETTLERS**

The white man comes! Benjamin I. Talbott and son and John Caldwell and Nathan Townsend come to the edge of the Big Woods.

Episode V — **FOUNDING OUR CITY**

Our earliest citizens cannot make up their minds: what shall it be, Iowa Falls or Rocksylvania?

Episode VI — **THE GROWTH OF BUSINESS**

America is the land of the business man. Iowa Falls is the home of good business. Our growth is depicted on canvas.

Episode VII — **"GOOD AND DEPENDABLE" TRANSPORTATION**

Back to the good old days when George Payne and Billy Burgess carried mail, passengers and freight!

Episode VIII — **THE IRON HORSE**

The railroad arrives in Iowa Falls, and our residents have great cause for rejoicing!

Episode IX — **LEG POWER VS. HORSE POWER**

Oh what fun it was to cycle down the river for a picnic on some shady point! Until..!

Episode X — **THE MAIL**

Iowa Falls gains its first mail route by default from the residents of Hardin City.

Episode XI — **READIN', 'RITIN' AND 'RITHMETIC**

We take pride in presenting the history of educational development in Iowa Falls, from kindergarten through Ellsworth College.

Episode XII — **OUR DAILY BREAD**

Give us this day more and better farmers and farming methods. We depict the growth of agriculture in our area.

Episode XIII — **BLESS THIS HOUSE**

A tremendous faith in God inspired our pioneer residents to build and maintain our many churches.

Episode XIV — **THE MIGHTY PEN**

We depict the growth of newspapers in Iowa Falls, the contributions of journalism to the development of our community.

Episode XV — **THIS IS WORTH FIGHTING FOR**

We pause to honor our citizens who have given their lives that we might live in peace. We challenge you to maintain that peace for posterity. We salute you, Iowa Falls!



CONTINUED ON LAST PAGE
OF PROGRAM SECTION

1855 **IOIAL PROGRAM** 1955

THURSDAY,

10 A. M. — Flag raising ce
Hall

11 A. M. — Parade

2 P. M. — Free acts in Est

3:30 P. M. — Shrine White H
athletic field
pioneers

7:00 P. M. — Free acts in Est

8:30 P. M. — Shrine White

10:30 P. M. — Free High acts

SATURDAY, JUNE 18

9:00 A. M. — Registration at Woods Hotel

10:00 A. M. — Girl and Boy Scout booths and activ
ities on Stevens St., between Wash
ington and Railroad streets

11:00 A. M. — Time Capsule ceremony (Corner of
City Hall)

2:00 P. M. — Free acts in Estes Park

2:30 P. M. — Parade awards given — Three prizes
in each division — (14 div.)
Brothers of the Brush Awards
Closing with free high acts

8:30 P. M. — Aquarama (Ski-Antics, Night parade
historical pageant and fireworks)

9:00 P. M. — Free Acts at Estes Park

orical displays in store windows

a Falls Museum open all day

time train exhibit at the Rock Island

MR. & MRS. N. P. CUPLIN

Gilbert, Marilyn Joy & Dean

This page is sponsored by:

JACK BROWN

1855 IOWA FALLS CENTENNIAL OFFICIAL PROGRAM 1955

THURSDAY, JUNE 16

10 A. M. — Flag raising ceremony in front of City Hall

11 A. M. — Parade

2 P. M. — Free acts in Estes Park

3:30 P. M. — Shrine White Horse Patrol Show at new athletic field — Free taxi service for pioneers

7:00 P. M. — Free acts in Estes Park

8:30 P. M. — Shrine White Horse Patrol Show

10:30 P. M. — Free High acts

FRIDAY, JUNE 17

8:00 A. M. — Registration at Woods Hotel

12:00 Noon — Pioneer luncheon and old settler's picnic at High School Auditorium. Also reunions

2:00 P. M. — Free acts in Park

2:30 P. M. — Presentation of awards to the oldest lady and oldest man, also to the second oldest and second oldest man

3:00 P. M. — Sisters' wish; cash prizes, Estes Park — closing with free high acts

8:30 P. M. — Aquarama-Antics, Night parade, historical pageant and fireworks

9:00 P. M. — Free Acts in Park

SATURDAY, JUNE 18

9:00 A. M. — Registration at Woods Hotel

10:00 A. M. — Girl and Boy Scout booths and activities on Stevens St., between Washington and Railroad streets

11:00 A. M. — Time Capsule ceremony (Corner of City Hall)

2:00 P. M. — Free acts in Estes Park

2:30 P. M. — Parade awards given — Three prizes in each division — (14 div.)
Brothers of the Brush Awards
Closing with free high acts

8:30 P. M. — Aquarama (Ski-Antics, Night parade, historical pageant and fireworks)

9:00 P. M. — Free Acts at Estes Park

Visit These Historical Exhibits Thursday, Friday and Saturday

Early day machinery exhibits between Oak and Stevens
More than 100 historical sites identified

Historical displays in store windows
Iowa Falls Museum open all day
Old time train exhibit at the Rock Island

MRS. IRVIN B. BLEEKER

MRS. LAWRENCE WINGERT

MRS. FERN LEWIS

This page is sponsored by:

MR. & MRS. N. P. CUPLIN

Gilbert, Marilyn Joy & Dean

This page is sponsored by:

JACK BROWN

AQUARAMA

THE HISTORICAL PAGEANT



CONTINUED FROM FIRST
PAGE OF PROGRAM SECTION

CAST

Approximately 200 citizens of Iowa Falls and the surrounding territory of all ages and talents have combined their energies to depict the story of Iowa Falls.

PRODUCTION STAFF

Director — John Conner

Narrators — Mrs. Henry Brown
Keith Pfeiffer
Mary Ada Johnson
John Whitesell

Costume Chairman — Mrs. Roy Sall

Musical Direction — Rev. R. S. Anthens
Donald Fafjer

Lighting — Robert Williams
Harold Ramey

Property Chairman — Bob Santee

Art Director — Allan Oppen

Make Up Chairmen — Mr. and Mrs. Jim Johnson

Production Crew — Dale Lewis, Marjorie Zenger, Ruth
Berges, Verlyn Ellefson, Mike Johnson,
R. K. Standorf, Robert Klove, Bertram
Smith, Sharon Brown, Bob Hansen,
Vergne Culter, David Rosene, Lee Ora Peters.

Music for this production is provided by the Iowa Falls Municipal Band, and the Iowa Falls Men's Chorus accompanied by Mrs. L. M. Henry.

Dance routines are provided by the Do-Si-Do Square Dance Club.

Special acknowledgement is extended to the 34th Division Tank Co., 133rd Regiment of the Iowa National Guard, the American Legion, the Scenic City Chapter of the Future Farmers of America, and the many friends whose wholehearted efforts make this production possible.

Sisters Of The Swish

Charter No. 1

The Quality Belles of 55

Florence Baker, President
Eleanor Glaza
Olive Mansdorfer
Olive Quasdorf
Marjorie Christianson
Gladys Crawford
Avis Quasdorf
Mary Slifka
Mary K. McGivney
Margaret Christianson

Charter No. 2

Jesse James

Jaycee Jaynes

Dorothy Davis, President
Betty Ransdell
Marcia Doughman
Helyn Moore
Dorothy Mitchell
Dorothy Wagoner
Clareen Schmalzried
Gladys Ranney
Norma Hassig
Lois Love

Charter No. 3

Gingham Girls

American Legion Auxiliary

Mrs. Ray Schooler, President
Alice Kness
Irene N. Koeling
Jean Cronk
Dora Allison
Anna Seibold
Margaret Burns
Grace Schooler
Edna Hackbarth
Lena Benning
Vera Kinley
Kathryn Lambert
Kate E. Fults
Lula Wachter
Mabel Lamer
Mary Rose Brown
Bernice Lerch
June Faulk
Hazel Birdwell
Hazel North
Mildred Stiner
Frieda Madole
Betty Robinson
Shirley Caruth
Florence Guse
May Harman
Ida Ingham
Florence McEwan
Ruby Kay
Doris Runge
Flora Slagle
G. U. Love
Christine Buntin
Myrtle Christopher

Charter No. 4

Etude Club

Pat Ruigh, President
Joan Ingebritson
Marjory Wedgbury
Teresa Whitechurch
Malinda Folbrecht
Doris Harris
Bette Johnston
Edith Anthens
Lois Sailer

Charter No. 5

Immanuel Lutheran Ladies

Sisters of Immanuel

Mrs. Art Lentz, President
Mrs. Max Fitz
Mrs. Fred H. Neubauer
Mrs. Robert Pekarek
Mrs. Paul Neubauer
Mrs. Dick Anderson
Mrs. Adrain Nolte
Mrs. John H. Lettow
Mrs. Ralph Balvanz
Mrs. Fred Klein
Mrs. Gary Freerksen
Mrs. August Meyer
Mrs. Claire Kuhlman
Mrs. Clayton Peterson
Mrs. Dale Schwabke
Mrs. Leonard Lettow
Mrs. Walter Garland
Mrs. Karl Schroeder
Mrs. W. G. Adams
Mrs. R. Hoelscher
Mrs. E. Steinfeldt
Mrs. A. W. Janke
Mrs. Robert Mitchell
Mrs. Louis Tjarks
Mrs. John Massow
Mrs. John Imsland
Mrs. Albert Warschow
Mrs. James Fessler
Mrs. Albert Fuhrman
Mrs. Stuart Lentz

Charter No. 6

Lee's Lazy Lizzies

Lee Center W. S. C. S.

Judy Harris, President
Barbara Jaques
Beatrice Nachazel
Lois Nachazel
Gwen Stockdale
Gladys Ellingson
Esther Nachazel
Bonnie Swit
Jerry Riley
Phillis Duit
Betty Jaques
Peggy Oppold
Marjorie Knott
Birdie Lancaster
Frankie Christiansen
Norrene Carroll

Charter No. 7

Deo Date (Baptist)

Mrs. David Palmer, President
Mrs. Dallas Walsh
Mrs. Peter Peters
Mrs. Marvin Whiteside
Mrs. Rachel Anderson
Mrs. Dorothy Ackers
Mrs. Paul R. Miner
Mrs. Russell Karsjens
Mrs. Charles Ellefson
Mrs. Dale Smith
Mrs. Carl Hunter
Mrs. R. H. Frederichs
Mrs. Arthur Kosane

Charter No. 9

St. Matthew's Auxiliary

Mrs. Nancy Nielson
Mrs. Edna Campbell
Mrs. Ruth Fuller
Mrs. Meredith Holzhammer
Mrs. Jean Collis
Mrs. Peg Klove

Charter No. 10

Ellis Centennial Nells

Ellis Methodist Ladies

Mrs. Stanley Bourne, President
Mrs. Harold Snyder
Mrs. Don Roberts
Mrs. Marion Lord
Mrs. Cecil Nolte
Mrs. Ed Tysdale
Mrs. Victor Warner
Mrs. M. B. Bullis
Mrs. Ray Lake
Mrs. Bob Duffy
Mrs. Dale Duffy
Mrs. Harry Gardner
Mrs. Dave Henry
Mrs. Hillis Wilson
Mrs. Slate Dougan, S. W.
Mrs. Emil Rabe
Mrs. Harry Warner
Mrs. Tom Blayney
Mrs. Loyd Bittle
Mrs. Howard Smith
Mrs. William Carpenter
Mrs. Oral Henry
Mrs. Merle Nolte
Mrs. Lester Kaufman
Mrs. Ralph Eckstien
Mrs. Gary Wood
Mrs. Carroll Heard
Mrs. Willard Wood
Mrs. Will Jacobs
Mrs. Donald Utech
Mrs. Louis Utech
Mrs. Ray Coy
Linda Carpenter
Carol Henry
Ginger Utech
Judy Bourne
Sharon Bowine
Becky Wood
Susan Nolte
Cindy Duffy
Cathy Duffy

Charter No. 11**Women of the Moose**

Gladys Swart, President
 Anna Axtell
 Ruth Reed
 Ruth Warner
 Melba Madole
 Lois Benoit
 Nana Pommrehn
 Lucille Bessman
 Bertha Simpson
 Myrtie Foote
 Helen Swain
 Betty Mulford
 Luella Ellison
 Margaret Minard
 Idabell Speicher
 Ruth Blair
 Donna Koop
 Florence Lider
 Margaret Caen
 Valerie Rowe
 Evelyn Baurer
 Gladys Rodemeyer
 Bernetta Austin
 Augusta Kelberg
 Maude Nusbaum
 Beverly Ramey
 Marjorie Hinton
 Edna Cessford
 Dora Silvest
 Jane Chaplin
 Hilka Duncan
 Margaret Hyde
 Diluser Hess
 Gladys Rodgers

Charter No. 12**Grant Center Boosters****Grant Center Lutheran Ladies**

Mrs. John Lehmann Jr., President
 Mrs. John Lehmann, Sr.
 Mrs. Ted Balvanz
 Mrs. Lloyd Aldinger
 Mrs. Ed Aldinger
 Mrs. Merle Aldinger
 Mrs. Paul Neubauer
 Mrs. LaVern Duit
 Mrs. Verle Hunt
 Mrs. Donald England
 Mrs. Kasper Meyer

Charter No. 13**Mothers Club**

Bonnie J. Welden, President
 Mrs. Arthur E. Westbury
 Alice E. Carpenter
 Irene E. Growden
 Beulah Warnecke
 Shirley Welden
 Hazel Baldwin

Charter No. 14**Women's Fellowship****First Christian Church**

Marie Sielaff, President
 Mrs. V. P. Rosene
 Betty Kness
 Ruth Kness
 Doris Stuart
 Irene Mitchell

Nell Lauterbauch
 Bess Axtell
 Marcelyn Johnson
 Estella Bailey
 Avonelle Watson
 Wilma Stockdale
 Eva Wright
 Gladys Sanders
 Elizabeth Pippin
 Nan Thomas
 Dora Silvest
 Huberta Smith
 Verna Butcher
 Christina Mulford

Charter No. 15**Eastern Star**

Evelyn Behrens, President
 Flossie Cummings
 Mabel Standorf
 Betty Bailey
 Josephine Westbury
 Mary Chandler
 Kay Wuebben
 Mildred Robb
 Bertha Tordoff
 Thelma McNickle
 Marie Robertson
 Clare Hife
 Mayme Ashman
 Mary Johnson
 Gertrude Reed
 Helen Bartrug
 Mrs. Earle Fitz

Charter No. 16**Friendly Prairieville**

Lucille Helvig, President
 Esther Smith
 Kate Lettow
 Mildred Anderson
 Delmarie Anderson
 Eva Warner
 Doris Foster
 Lylian Schachterle
 Alice Modlin
 Yvonne Anderson
 Flossie Anderson
 Elna Anderson

Charter No. 17**Past Matrons Eastern Star****Charter No. 18****White Shrine Eastern Star**

Gertrude Warchow, President
 Mabel Standorf
 Wilma A. Wood
 Fern Lewis
 Zeta Thompson
 Harriet Ryan
 Margaret Tjaden
 Mollie Tjaden Rommel
 Evelyn Fitz

Charter No. 19**American Veterans Auxiliary**

Mary Blank
 Esther Fischer
 Phyllis Marsh
 Caroline Goodyear

Lillian Hastings
 Myrtle Gehrke
 Nellie Cessford
 Ruby Kay
 Anna C. Elliott
 Marie Marsh

Charter No. 20**Central P. T. A.**

Mrs. Leland Murphy, President
 Mrs. Joe Reynolds
 Mrs. Dorothy Larson
 Mrs. Louella Boddy
 Mrs. C. E. Larson
 Mrs. Russell Roberts
 Mrs. Ruth Carson
 Mrs. Marian Shane
 Mrs. Thelma Kane
 Mrs. Florence Wickham
 Mrs. Jeraldine Wickham
 Mrs. Howard Flower
 Mrs. Bert Murdick

Charter No. 21**Assembly of God****Charter No. 22****Ellis Farm Bureau****Charter No. 23****Elk's Club Ladies**

Mrs. R. L. Rogers, President
 Mrs. Abel Anderson
 Mrs. L. L. Ortland
 Mrs. R. W. Repp
 Mrs. R. Warner
 Mrs. R. S. Geary
 Mrs. Vern Newton
 Mrs. A. V. Kepler
 Mrs. Dorothy Buehler
 Mrs. Jeanne Burton
 Mrs. Grace Price
 Mrs. Juanita O'Malia
 Mrs. Nancy Wessels
 Mrs. Eleanor Greensweig
 Mrs. Perry Aust
 Mrs. Bob Sutton
 Mrs. Walter Akers
 Mrs. Marvin Alverson
 Mrs. Jack Knudson
 Mrs. Mariane Long
 Mrs. B. C. McCoy
 Mrs. Bob Osboe
 Mrs. V. D. Schwieger
 Mrs. Eleanor Rollins
 Mrs. Wm. E. Alshouse
 Mrs. R. J. Mullane
 Mrs. Arnold Anderson
 Mrs. Ed Lawler
 Mrs. Roy Sall
 Mrs. Wallace Peters
 Mrs. Beryl Sheldon
 Mrs. Karl Schmidt
 Mrs. Ray Strayer
 Mrs. Mike Costello
 Mrs. Dale Crecelius
 Mrs. Paul White
 Mrs. Jack Granzow
 Mrs. William Luson
 Mrs. Merritt Anderson

Charter No. 24**P. E. O.**

Mrs. Robert G. Welden, President
 Mrs. Irvin Bleeker
 Mrs. A. E. Bullock
 Mrs. George Nissly
 Mrs. Alan Fitz
 Mrs. S. J. Osgood
 Mrs. H. E. Yaw
 Mrs. J. K. Santee
 Mrs. R. H. Grow
 Helen M. Thalman
 Eleanor Welden

Charter No. 25**Isabella Club**

Mrs. Carl Hamilton, President
 Mrs. Don Barker
 Mrs. Dorien Steenrod
 G. Hinderks
 J. Hurlle
 Rilla Cole
 Dola Romaine
 Mary Parmelee

Charter No. 26**Culture Club**

Jane Anderson
 Florence Arnold
 Mildred Gilchrist
 Hazel Johnson
 Alice M. White
 Maude T. Newman
 Nina Klove
 Evelyn Ringoen
 Lucy Hinton
 Ada Johnson
 Cecile Barker
 Veva Stevens
 Annah Armentrout
 Marie Strutz
 Ella Bentz
 Bess Wood

Charter No. 27**St. Mark's Church**

Mrs. George Oswald, President
 Helen Dougan
 Mrs. John P. Haas
 Rose Gentle
 Mrs. Richard Warren
 Mrs. John L. Brass
 Mrs. J. Fitzpatrick
 Mrs. R. Show
 Mrs. Vinal McCoy
 Mrs. Baptist Thines
 Mrs. Harold Hubbard
 Mrs. Emmet Baldus
 Almira Phillips
 Mrs. R. L. Steffen

Charter No. 28**Women's Club**

Mrs. Carl Hamilton, President
 Mrs. Leon Dubler
 Mrs. Wendell Holbrook
 Mrs. Kenneth Santee
 Mrs. Harold Lyon
 Mrs. Darwin Beck
 Mrs. John H. Weddle
 Mrs. A. F. Iverson
 Mrs. R. M. Smith
 Mrs. J. R. Kleibenstein

Ina Otterbach

Mrs. Arthur O'Malia
 Mrs. L. W. Graham
 Mrs. Frank Wall
 Bess Lutterman
 Mrs. Dean Lovig
 Mrs. I. A. Mossman
 Mrs. J. M. Waggoner
 Mrs. Rose Kreamer
 Mrs. Russell Hensing
 Mrs. Richard Rose
 Mrs. E. L. Ackerman
 Mrs. Leo Jorgensen
 Mrs. B. W. Wiarda

Charter No. 29**Welcome Wagon Newcomers**

Boots Boehmler, President
 Verlie Alm
 Claire Edvenson
 Betty Bell
 Lucille Volge
 Esther Handley
 Nancy T. Gleason
 Marcia Doughman
 Leta McMillin
 Betty Halbig
 Thelma Raab
 Marge Crabtree
 Helen Brown
 Tillie Van Buskirk
 Helen Swafford
 Mary Lou Nissly
 Ann Scott
 Joan Wilkinson
 Faith French

Charter No. 30**Swishing Bells**

Pat Steenrod, Chairman
 Kathryn Baseler
 Marilyn Baseler
 Mary Hammer
 Sandra Brooks
 Peggy O'Malia
 Sharon O'Malia

Charter No. 31**Bid & Visit Bridge Club**

Mrs. W. Q. Johnson, President
 Virginia Johnson
 Molly Hammer
 Gladys Aplan
 Eleanor Welden
 Angela Gentle
 Janet Parker
 Jean Santee
 Shirley Inglis

Charter No. 37**Parchment Club**

Velma Brown, President
 Frances Stanberry
 Ann Brewer
 Lorraine Hill
 Kathleen Stevens
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Wednesday Prayer Service 8:00 P. M.

FIRST BAPTIST CHURCH

Stevens and Rocksylvania
Peter Peters, Pastor

Church School 10:00 A. M.
Morning Worship 11:00 A. M.
Evening Service 8:00 P. M.
Wednesday Prayer Meeting 8:00 P. M.

FIRST CHURCH OF GOD

West Ellis Avenue
William Cox, Pastor

Sunday School 9:45 A. M.
Morning Worship 11:00 A. M.
Evangelistic Service 7:45 P. M.
Wednesday Prayer Service 7:45 P. M.

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Fr. G. V. Steiert, Pastor

Daily Mass 7:30 A. M.
Masses on Sunday (Summer) 7 and 9
Masses on Sunday (Winter) 8 and 10
Confession on Saturday 3 to 4 and 7 to 8 P.M.

FIRST CHRISTIAN CHURCH

Washington and Fischer
Richard S. Anthens, Pastor

Bible School 9:45 A. M.
Morning Worship 11:00 A. M.

THE CHRISTIAN REFORMED CHURCH

North Main Street
K. Tebben, Pastor

Sunday School 9:45 A. M.
Divine Worship 10:30 A. M.
Divine Worship 7:30 P. M.

FIRST CONGREGATIONAL CHURCH

Iowa and College
Preston S. Hinderks, Pastor

Church School 9:45 A. M.
Morning Worship 11:00 A. M.
Pilgrim Fellowship 5:30 P. M.

ST. MATTHEW'S EPISCOPAL CHURCH

Oak and Railroad
Fr. R. E. Holzhammer, Vicar

Church School 9:45 A. M.
Morning Prayer 11:00 A. M.
Wednesday mornings 7:00 A. M.

BETHANY LUTHERAN CHURCH

Iowa and Stevens
John K. Meyers, Pastor

Church School 9:45 A. M.
Worship Service 11:00 A. M.

IMMANUEL LUTHERAN

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Talbot and Estes
Karl F. Schroeder, Pastor

Sunday School 9:30 A. M.
Divine Service 10:30 A. M.
(One-half hour earlier in summer)

FIRST METHODIST CHURCH

Main and Hickory
Warren L. Feller, Pastor

Church School 10:00 A. M.
Morning Worship 11:00 A. M.
Youth Fellowship 6:00 P. M.

CHURCH OF THE NAZARENE

North College Street
O. W. Wilson, Pastor

Sunday School 9:45 A. M.
Morning Service 11:00 A. M.
Evangelistic Service 7:45 P. M.
Wednesday Prayer Service 7:45 P. M.

CHURCH OF THE OPEN BIBLE

College and Estes
H. G. Wallentine, Pastor

Sunday School 9:45 A. M.
Morning Worship 11:00 A. M.
Evangelistic Service 8:00 P. M.
Wednesday Prayer Service 8:00 P. M.

GRANT CENTER LUTHERAN CHURCH

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Sunday School 10:30 A. M.

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IOWA FALLS

A Century of Progress (cont.)

TOWN HALLS

The first public meeting place in Iowa Falls was Sayer's hall, built in 1857. The building still stands, two doors west of Main, on the north side of Washington Avenue. Snook's cleaning establishment now occupies the downstairs. The hall was upstairs. By the way, Sayer's hall is one of the most historic places in Iowa Falls. All kinds of social and political gatherings have been held there. Conventions have been held there. District court has been held there. The Grange held its meeting there. Railroad meetings were held there. Lodges met there.

The old Stone hall was located on the west side of River street, between Washington and Railroad. The first story was built in 1856 and the hall above in 1857. The building was torn down in the 1930's to make way for the Gilbert implement house.

The Cooper hall was built in 1860 and still stands on the southeast corner of Washington and College, now the Stevens hotel. The hall was upstairs.

The Arnold hall was built in 1863 and was upstairs in a brick building on the northwest corner of College and Washington, that is diagonally

across the street from the present Stevens hotel.

The Wells hall was built in 1868 and was located in the upstairs of a building two doors west of Main on the south side of Washington avenue. The building was burned in the big fire and was rebuilt. It is now occupied by a hardware store.

The Smith hall was built following the 1874 fire and was upstairs, three doors east of Main, on the south side of Washington avenue, where the Baker jewelry store was located for many years.

Opera hall, later called Leonard's hall, was built in 1875. It was a two-story, double front building,



OLD STONE HALL—1856-7

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the hall being upstairs. It was located on the west side of Main, between Estes and Washington avenue, just south of the present Sanitary dairy. Some fifteen years after the turn of the century the building was condemned and torn down.

The Cowan opera house was located at the southwest corner of Oak and Washington. It was built in 1884 by Charles Anderson and first used as a skating rink.

STAGE LINES

In the spring of 1856 the government decided to establish a mail route from Cedar Falls to Fort Dodge and the Western Stage Company placed a station in Iowa Falls. T. I. McChesney, known through the later years by everyone as Tom McChesney, was the advance agent for the stage company.

The first stage drivers were George W. Payne and William Burgess and many were the stage stories that they told in the later years. Mr. Payne became the first barber in Iowa Falls. He had the only barber shop for over twenty years and was still barber-

ing when the writer came to town.

William Burgess was known to everybody as Billy Burgess. When I came to Iowa Falls he ran a dray and bus line between the depots and hotels and business houses. He hauled freight for the business men of Iowa Falls, paid the freight bills for a month or a few months, as suited him best,



Leonard store to the right, built in 1870; next is Opera Hall, built in 1874; Next comes Carleton lumber yard, later run by Strother Bros. and then by Hall-McDowell Co.; at the far left is the Woods hotel

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and then came around and made his collections.

In the very beginning the stage teams put up at private barns but some soon found quarters in the "Crystal Palace" stage barn, built in Rocksylvania in 1856. Later they used the Western (Woods) hotel and the Union (Stevens) hotel barns. The Western hotel barn, built in 1858, is still standing, an old structure, across the street southeast of the present Woods hotel. Here the early stages stopped. The Union hotel barn was a large stone structure built in 1860 and became known as the stage barn. It was located just west of the present city hall. One may still find tracks of the old stage roads. If you were to walk down the hill on Union street west of Edgewood until you came to the Boat club house and then turned northwest up through the field until you came to the timber, you would still find deep tracks of the old stage line across the suburban property of Alma Cunda. The route crossed the river of the upper ford, about a half mile beyond the Foster bridge, went on to Pilgrim's Grove in the timber along the South Fork in northeast Buckeye township, thence to Skunk Grove in Rose township, Hamilton county, thence to Webster City. Alden was not on the stage line until a year or two later, when a stage stop was made at a place called Holly, which was located about a mile east of the present Blairsburg highway junction, on the north side of the road.

Along in 1862 and 1863 a man by the name of D. F. Ellsworth was running a stage to and from Iowa Falls and Marshalltown. Stages left Marshall-

town Tuesdays, Thursdays, and Saturdays, and left Iowa Falls Sundays, Wednesdays, and Fridays, going through Berlin, Steamboat Rock, Eldora, Zenia, Albion, and Marietta. July 4, 1865 the Marshalltown stage was changed from a tri-weekly to a daily.

The stage lines carried express and passengers as well as mail. In the early days the government pay for carrying mail was pretty slim. Even in my time I have known persons to take a government star route contract for around \$300 per year, driving their own teams and stage hacks and paying their own expenses, making daily trips of from



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fifteen to eighteen miles and return. They often used western broncho horses. Carrying passengers one way for a dollar helped to stretch out the poor pay.

The stage line was at its zenith around 1870.

THE VARIOUS MILL PROPERTIES

In 1853 Samuel White built a dam and flour mill about 20 rods below the present River street bridge and the place was known as White's Mill. In 1855 Mr. White sold the mill property to Hosmer Stevens, J. L. Estes, and Clark Wilder, and in October 1855 Wilder sold his one-third interest to J. R. Larkin. A flood washed part of the mill dam out and the new firm built a new dam and rebuilt the mill in 1857, about ten rods farther upstream. The new structure was four and one-half stories high, 28 x 40, and was built of massive walls of stone.

In 1859 Robt. Wright, an Englishman trained as a miller, took over the management of the mill. In the early 1860's Alfred Wood, the hotel man, bought out J. R. Larkin and Robert Wright bought out Hosmer Stevens, thus leaving the firm Wright, Estes & Wood. The patrons in the early days came long distances, often with ox teams, from away off toward Fort Dodge and Algona, from north of Hampton, east of Aplington, and far to the southwest.

Robert Wright operated the mill for 21 years and was a man of considerable strength of character. Everybody called him "Deacon Wright." He was born in England in 1818, came to this country in 1844, was an apprentice miller for seven years in Vermont, and came to Iowa Falls in 1859. He helped organize the Congregational church and for many years was a deacon. He was also a trustee of Grinnell college along in the 1880's. In 1879 Mr. Wright and E. S. Hamlin built a two-story brick



White's Mill and Parkinson's Store in 1857

store building on the northwest corner of Washington and Stevens, now the Aborn corner, and Mr. Wright and S. R. Shipley conducted a general store there in the early 1880's. Mr. Wright was a director in the First National bank. He died in 1901. The old Wright home was on the north side of Railroad street between Stevens and Main. "Bob" Wright, an only son, spent the years of his active lifetime clerking in the clothing department of the Welden store.

In the early days ice jams in the springtime were hard on the dams. When the ice went out of the mill pond with the early spring thaws, it was a great sight. Often the great blocks of ice would pile up like miniature mountains, up the river from the dam, and the people would gather along the river banks to see the ice go out with much roaring and foaming and twisting. In 1866 the ice took out 40 feet of the mill dam which had to be rebuilt. This, however, was not an uncommon occurrence.

In August 1866 Wright shipped 100 barrels of flour to the Chicago market. In 1868 he shipped 100 barrels of flour weekly to Chicago. In 1873 we note that he shipped a carload of flour to Boston. In 1871, in addition to flour, butter firkins and barrels were being manufactured at the mill. In 1872 Wright, Estes & Wood spent \$5,000 repairing the mill, using 30,000 feet of lumber.

In 1875 the mill had the contract for furnishing flour for the Industrial school at Eldora. In 1882 the roller system of grinding wheat was installed at an expense of \$4,000.

In 1880 Mr. Wright retired from the mill on account of old age and failing health. The next mill-



C. E. SHAW BRICK AND TILE WORKS IN THE 1890's

er was Edward Holmes and he was followed by T. J. Walker, Harp & Roberts, and J. A. Harp. In 1915 the Central States Electric Company built its dam which ruined the old mill property and considerable litigation followed with reference to the amount of damages.

The old mill was wrecked in 1925 and the D. A. R. ladies took the corner stone, engraved on it, "Estes, Larkin & Stevens, Jas. Harrington, Contractor," and placed the stone at the corner of the city hall property, where it may be seen by the passerby.

In 1854 Benjamin I. Talbott built a dam and a saw mill down the river about a half mile below the railway bridges, at the east end of the present golf grounds. In 1856 the high water washed out his dam and he moved up the river about a mile above Iowa Falls and built a dam and mill. While this mill was started as a saw mill, it evidently was changed to a flour mill, for in September 1867 we find that "good flour from new wheat" is being advertised. In 1870 the Talbott mill was still operating but soon went into disuse and the lumber was sold in 1881 to Jerry Lane and Calvin Reece.

J. T. Miller, Daniel Griffith, and Moses Hollingsworth built a steam mill in Rocksylvana in 1856, near the present lower bridge, and operated it for a time. The mill had a high brick chimney that served as a landmark for many miles around in the early days. The Senters, who platted Georgetown in 1856, shipped the machinery for a saw mill out from Ohio, hauling it from Iowa City with teams. This mill was located not far from the present Chi-



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cago & Northwestern railway bridge, up the river from Iowa Falls, or south of where No. 20 highway crosses the river. It did a thriving business for ten years, that is until the railway came with cheap lumber from the Wisconsin woods.

There is one more mill of a somewhat different nature, a woolen mill. Samuel Kelly and two sons, Enos and Leonidas, came to Iowa Falls from Ohio in 1864. In 1865 they built a dam just east of the present golf grounds, using the old Talbott dam site. After the turn of the century the Ellsworth Stone Crusher Company utilized the old Kelly mill race and built a dam on the site used by the Kelly mill. Both the woolen mill and the crusher were some twenty rods east of the dam. Part of the Ellsworth dam is still intact. Along with their dam the Kellys built a woolen mill, 30x60 and three stories high, and called the property the Iowa Falls Woolen Mills. High water carried away their dam and they did not begin to operate until the summer of 1866. In the fall of 1866 woolen yarns were for sale in the stores of the town, made by the Kellys.

Enos Kelly died in 1869 and Samuel the father was killed in a runaway accident, in 1871. Leonidas continued the business apparently with in-

different success and various partners.

Along in 1881, 1882 and 1883 the mill was making convict goods for the Kansas and Iowa penitentiaries. In 1880 an effort was made to organize a stock company and in 1883 the Bank of Iowa Falls brought foreclosure proceedings and the days of the Iowa Falls Woolen Mills came to an end in 1884. To add insult to injury the high waters ruined the dam in 1884. At one time the mill ran seven looms and employed fifteen to twenty men.

In 1881 Leonidas Kelly formed a partnership with Charles Frink and built a creamery at a spring in Rock Run, upstream a short distance from the present Rock Run bridge on Rocksylvania avenue. In connection with the creamery and spring he built a bath house. However, this venture does not seem to have been crowned with success, for in 1884 we find Kelly leasing for five years the Wisner creamery at Sunnyside and fitting up his own creamery or bath house with a commodious waiting room, all of which has long since disappeared. The old Kelly home, built in the late 1860's, is still standing. If you were to drive south from the present Eastside school house, on the right side, just before the road turns, you might observe an old



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Iowa Falls, Iowa

two-story stone house. Well, this is the old Kelly home, built by the Kellys and lived in by the Kellys. As late as 1939 E. O. Ellsworth had a letter from Leonidas Kelly. He was living in Cocoa, Florida.

PIONEER SCHOOLS

If you were to drive down the north side of the river from Iowa Falls, going south and east from the Eastside school house, past the lower bridge, and on east a mile or so, you would come to School creek. Up the hill on the right hand side is a school house. Well, on this very site in the summer of 1854, John Caldwell, Nathan Townsend, and some others built a log school house. This was the first school built in this immediate part of the earth and the first teacher was George Griffith, brother of Uncle Daniel Griffith. George Griffith was later county superintendent of schools in Cerro Gordo county. On account of the school house on its bank, the creek was named School creek. This school was called District No. 2 and is still called District No. 2. In 1856 Lizzie Airy was the teacher. The Airy family lived a mile west of the Collins school house, where Ralph Mason now lives, or one and one-half miles west of Siloam Springs.

The next school house in this immediate vicinity was District No. 3 and it was built in the year 1863. If you were to drive east on Rocksylvania avenue until you came to the end of the paving, then turned north one-half mile on the section line road to the southwest corner of Section 8, you would be where this pioneer school house stood. District No. 3 is now farther out. I have examined the first school register of this pioneer school. The register started in 1864 and ended in 1877. The first teacher was Anna Hoag. She had 47 pupils enrolled. They had country schools in those days. Rocksylvania boys and girls went to this school. Here are the names of the pupils enrolled in 1864:

Mary McPherson, Laura Miller, Racheal Griffith, Estelle Vick, Florence Miller, Hannah Griffith, Rebecca Morton, Deborah Vick, Mary Talbott, Anna Jones, Anna Morton, Leah Jones, Catherine Havens, Delancy Reece, Ann Reece, Ida Miller, Mattie Hoag, Sylvanus Adamson, Levi Nelson, Oscar Dillon, Howard Dillon, William Morton, David Morton, Columbus Havens, Lydia Macy, Martha McPherson, Herbert Martin, Marietta Adamson, Altana Bellenger, Jefferson Adams, Inez Nixon, Dearman Jones, Charles Dillon, Anna Griffith, Riley Weiland, Maria Hanson, Lindley Hanson, Clarence Martin, Fannie Martin, Arthur Martin, Martin Hanson, Sallie Jones, Penina Jones and Clara Nixon.

The second teacher was C. H. Packard and Mr. Packard and Anna Hoag filled the panel until

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1867, when Kate Edward took up the role of teacher. Then came Seth C. Arnold, Theresa Smith, El-lary Carr, J. B. Griffith, W. P. Macy, Maggie McGowan, H. C. Miller, Ella Parmelee, E. P. Hubbs, Edith Griffith, J. D. Steere, and A. C. Pyle.

For some fifteen years, Iowa Falls, which was District No. 1, had no school house. Schools were held in various places. Reports are conflicting. We read in one place that the first school was taught in Iowa Falls in 1857. In the Jerry Lane family was a book which contained these words: "Geo. W. Lane, from his teacher, J. T. Shearer." Lloyd Waldron in this same school received in the way of a reward a "Pretty Poetical Spelling Book." We read in another place that the "first school was in 1857-58," on the north side of Railroad street, between Main and Stevens.

It would seem that Iowa Falls must have had schools before 1857. However, references to schools do not appear prior to this date. The Old Stone Hall was built in 1856 and the following year a second story was added and in the upstairs

school was held several years. The Quaker church was built in 1857 and it was used for school purposes.

The Presbyterian chapel, built in 1858, was used for a school room. It was located on the west side of College avenue, between Iowa and Hickory streets. L. F. Woodworth had a tin shop at the northwest corner of Washington and College and the upstairs was used for school purposes. School



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Chiropractor

Eldora, Iowa

was also held in the Methodist stone chapel on College avenue, just south of the college. Mrs. Jennie Thorp told me that she attended school in the Methodist stone chapel. There was also a small school house on the south side of Rocksylvanias street, about a half block east of the Baptist Assembly foot bridge. We read of schools in other houses and halls. Jennie Arnold taught school in Hoag's granary. The Hoag homestead was located in East Iowa Falls, at the east end of Sherman street, just east of the present Continental oil tanks.

Among the teachers of these early days we find the names of Frank Taylor, S. S. Waldo, Jennie Shearer, J. O. Jordan, Seth Arnold, C. H. Packard, Jennie Arnold, George Griffith, and F. A. David.

At an election held on the 25th of March, 1865, the Independent District of Iowa Falls was established. Hitherto it was District No. 1 in the township of Hardin. The first school board of the Independent District of Iowa Falls follows: L. F. Wisner, president, Alfred Woods, vice-president, Wm.

Wilde, secretary; J. O. Jordan, treasurer; J. W. Parmelee and J. R. Haworth, directors. In May 1866 the school site was selected. It consisted of the south half of the present central school grounds. In July 1866 we find the building committee advertising for bids for the new school house. The committee consisted of J. W. Parmelee, J. O. Jordan, and J. R. Haworth. The bids were to be opened in the Parmelee & Hanna store.



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Choir of St. John's Episcopal Church



St. John's Episcopal School, New York City

August 30, an election was held to determine whether the plans for the new school house would be acceptable to the voters and whether the board would be authorized to build. In March 1867 the voters put their final approval upon the building with only one dissenting vote. In June 1867, we find the board running an advertisement asking "capitalists" to loan the district \$10,000 at ten per cent interest.

As a sidelight, it may interest the reader to know that the total value of all school properties in Hardin county in 1867 was only \$39,040. There were 44 male teachers receiving an average wage of \$9.18 per week and 94 female teachers receiving an average wage of \$7.31 per week.

Evidently the capitalists with \$10,000 were forthcoming, for in the fall of 1867 the new school house was built and on December 9, 1867, the building was formally dedicated. The town assembled to witness the ceremony. Thos. B. Knapp, president of the school board, called the meeting to order and gave a brief history of school activi-

ties in Iowa Falls from the beginning to date. O. W. Garrison gave the principal address. Marcus Woodruff said of this talk: "The time occupied in its delivery was about 40 minutes and as much good solid practical sense was uttered in that time as is often heard." Rev. A. L. Farr followed the address with prayer. Doctor Simonds gave a short talk and Judge Rose of Hamilton county spoke for a few minutes. Rose township in Hamilton county



THE RIVER STREET BRIDGE BUILT IN 1878

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is named for Judge Rose. He is buried in Union cemetery.

The plans for the building were made by G. P. Randall, a Chicago architect. The builders were P. E. and A. P. Johnson. The building consisted of four school rooms and was 68 feet high from the ground to the top of the cupola. In those days, there were three grades, A, B, and C, in each room, and the rooms were called primary, intermediate, grammar, and high school. There were 140,000 bricks in the new building and the brick were made in Iowa Falls by J. G. Yearick. Chapman and Tower furnished the stone. Their shop was right where the Clark monument shop was on Main and Estes. There were 107 desks for pupils. The cost of the building and lots was \$13,000.

In December 1867, a collection of \$85 was taken up for a school bell to be put in the cupola. In June 1868 this bell, weight 250 pounds, and a bell for the Congregational church, weight 1,020, arrived from Troy, New York, and in due time both bells rang forth their messages to men, women, and

children.

Along in the early 1880's the school building was crowded to the limit and overflow schools were held in the Baptist and Methodist church basements. At the March election in 1882 the people voted by a majority of 95 votes to build a new school house to be known as the high school building and authorized the issuing of \$10,000 in bonds. With this authorization in mind, the school board bought the central one-third of Seminary hill, this was later the site of the Main hall of Ellsworth Junior college, paying \$450 to Uncle Hosmer Stevens. There was considerable talk about buying the east one-third of the Seminary ground, but there was a division of opinion about the site and the project dragged along until July 1886, when the Seminary site was dropped and the contract was let for the new building to M. M. Hall of Cedar Rapids for \$9,200. In November 1886 the building was completed and accepted by the board. The building was located on the southwest corner of the present cen-



EARLY CHURCHES IN IOWA FALLS

tral school grounds, the original school building being located about the middle of the block.

The first school house on the Eastside was built in 1885 by C. E. Shaw and was a frame building. In 1894 a \$1,200 addition was built. Along in the 1880's the school board bought the northwest corner of the present central school grounds of Mrs. Helen Nichols and in 1894 bought the balance of the block. In 1893 the people voted down a proposition to build a \$5,000 addition to the high school building. In 1894 the contract for the Tower building was let for \$6,995. This building was located on the northwest corner of the present central school grounds.

In 1900 the board built the north ward school house, located at the northeast corner of River and North streets, on ground that the board bought of John Conley.

The high school building burned down along in May 1913, the old first building was torn down in 1914, and the present building on the central grounds built in 1914.

THE COMING OF THE RAILWAY

The first survey of the Dubuque & Sioux City railway, now the Illinois Central, was made in 1857. The proposed line came into Iowa Falls from the east, crossed Rock Run about where the present viaduct is, angled southwest to the north side of the river, ran along what is now Railroad street, and crossed the river just above the present River



When the ice went out and over the mill dam in the good old springtime.

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street bridge. The depot was to be located in the vicinity where the road crossed the river. With such thoughts in mind some half dozen business houses were built on Washington avenue, west of Main, also the Old Stone hall on River street. However, the panic of 1857 slowed up railroad building.

In January 1863 the Dubuque & Sioux City railroad had been built as far west as Cedar Falls and one passenger train and one freight train ran each way daily. From Cedar Falls the stage ran to Iowa Falls, Fort Dodge, and Sioux City. In June 1864 the railway civil engineer was in Iowa Falls and chose the site for the depot on the east side of Rock Run, a later survey having been made crossing the river at the site of the present Illinois Central bridge, instead of above the River street bridge. The Sentinel said: "We hope the iron horse will slake his thirst in Iowa Falls by January 1, 1865."

The first train reached Ackley October 16, 1865. The depot in Iowa Falls was completed the first of April, 1866. V. A. Bryant was the agent and his

wife was the telegraph operator. The first train arrived in Iowa Falls April 15, 1866. There was a great crowd of people at the depot and busses and carriages and vehicles of every description. Hawkers were vociferously crying: "Free bus for the Western hotel, free carriage to the Jones hotel, stages for all points north and west, passengers via Eldora Plug this way."

Immediate arrangements were made for a great



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three-day celebration. On Tuesday, April 24, 1866, the railway company ran a special excursion train from Dubuque to Iowa Falls. Thirty members of the Dubuque Produce Exchange, railway officials, and other citizens of Dubuque came to Iowa Falls on the special train. The Dubuque Herald and the Dubuque Times wrote of the affair rather copiously.

The evening entertainment was held at Sayer's hall, that is in the upstairs of the building still standing, two doors west of Main, on the north side of Washington avenue.

On Wednesday, April 25, 1866, the excursion returned to Dubuque, where another celebration was held. Anent the second and third day of festivities.

In 1867 work was in progress on the road west of Iowa Falls. The Iowa Falls and Sioux City Railroad Company was the name of the organization that built the road from Iowa Falls to LeMars. John F. Duncombe of Fort Dodge was the attorney and right-of-way agent for the railway company. In November 1867 there were 75 teams and 150 men building the grade west of Iowa Falls and another gang building this way from Webster City.

The road was completed to Fort Dodge in May 1869. A great excursion was run from Iowa Falls to Fort Dodge on May 20, 1869. The Iowa Falls Silver Cornet band furnished music. When the excursionists returned to Iowa Falls, they danced all night at Wells hall, on the south side of Washington avenue, two doors east of Main.

THE ELDORA STUB

Away back in the early days Eldora had four or five pretty able, alert, and persistent men, that were always on the job. So in January 1865 they held a meeting at W. J. Moir's office for the purpose of promoting a railroad for Eldora, a stub from Ackley to Eldora, and the propaganda all gathered about the coal fields of Hardin county. The promotion crew consisted of H. L. Huff, M. C. Woodruff, S. F. Lathrop, W. J. Moirs, S. R. Edgington, T. H. Robertson, S. B. Cunningham, and S. G. Winchester. M. C. Woodruff in the Hardin Sentinel started an article with these words:

We have an immense coal field in Hardin County—sufficient without doubt to supply the entire demands of the state for scores of years. Its relative location is such, as well as its quality, as to make thousands of tons marketable every year could it be had. A scope of country measured by a radius of 50 miles in all directions and by hundreds in others must eventually depend upon our mines for its supply. Already three or four mines are being worked on a limited scale, yet there seems to be frequent complaints that coal cannot always be had. We have known teams to come for 40 and 50 miles to our beds of coal and go away empty.



WOODS HOTEL



Girard's Super-Valu

Iowa Falls, Iowa

C. C. Gilman finds a three foot vein of coal one mile below Steamboat Rock. The people of Alden form a company and are getting an abundance of coal from a mine opened a few weeks before. Somebody finds a block of coal near Point Pleasant. Eldora forms a coal company: H. L. Huff, president; D. B. Cartwright, vice-president; W. J. Moirs, secretary; and S. F. Lathrop, treasurer. Dubuque & Sioux City railway officials visit Eldora and find "Eldora coal inexhaustible." State Geologist White and assistant give their benediction to the cause. Dubuque magnates visit Eldora coal fields and find coal cropping out of the ground some four or five miles along the river with veins from eight inches to four feet and six inches thick. The Dubuque Times says:

Ten tons of Eldora coal are on the way to Dubuque to be tested for gas purposes. For the last ten years the coal of Hardin county has been used for fuel by the people of that section. It burns as well as any other western coal. There is no doubt that the desired railroad will be built and then the great coal fields of Hardin county will prove a source of wealth and business enterprise which will largely enhance the interests of the entire state.

Eldora secures control of 500 acres of

coal land to turn over to the railway company.

Well, just how could any railway company face such a barrage and refuse to build a stub from Ackley to Eldora? It couldn't. In February 1867 the contract was let and in November 1867 the rails were being laid on the grade to Steamboat Rock.



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R. J. JOHNSON, M. D.

W. A. JOHNSON, M. D.

L. F. PARKER, M. D.

E. J. STEENROD, M. D.

July 23, 1868 the last spike was driven on the Eldora stub. On the same day, after ten years of litigation, the supreme court of the state of Iowa decided the Point Pleasant court house contest in favor of Eldora. The town went wild. A salute of 100 guns were fired, bonfires were built, speeches were made, people danced in the streets. Why not, a railway and court house on the same day!

There was no coal in Hardin county and the Eldora Stub became a part of the Iowa Central railroad.

B. C. R. & N. RAILWAY

In the spring of 1877 the Burlington, Cedar Rapids and Northern was building northwest from Cedar Rapids. In August the track was laid within fifteen miles of Grundy Center and the grade and bridges were built to Holland. The immediate question was, Which way from Holland? Eldora wanted the road, Ackley wanted the road, and Iowa Falls wanted the road. In June Eldora sent H. L. Huff and W. J. Moir, two of her strong men, to Cedar Rapids to intercede on her behalf. July 5, 1877 Iowa Falls held an election for the purpose of voting a five per cent tax as an inducement for the new road to come her way. There were 290 votes cast for the tax and 100 against it. The August 7, 1878 issue of the Sentinel said:

Eldora Railroad: Trains leave Steamboat Rock 4:50 a. m. and 5:40 p. m., making close connection at Ackley with east and west bound trains on the D. & S. C. railroad; trains leave Ackley at 7:15 a. m. and 7:30 p. m., connecting at Steamboat Rock with stages for Eldora, Xenia, Albion, and Marshalltown. —C. C. Gilman, President.

Railroad talk is the order of the day. Take it for granted that the B. C. R. & N. road will be extended from Holland—where will it go? That is the question. Eldora, with her accustomed nerve and unity in such matters, claims to have secured the prize, but we are assured that such is not the case



River Street Bridge in 1868

yet. Ackley is figuring prominently for the road, but she has not yet secured the promise. Iowa Falls has voted a five per cent tax, which amounts in round numbers to \$24,000 for the road. There are some things that are in our favor in the matter. Iowa Falls has long been the objective point in the mind of the company and the people along the line, but this alone will not secure the road. We might as well talk plain right here about the matter. Our town needs the road and we ought to have it. These propositions being true, another stares us in the face, and it is this—nothing but the hardest work, the most liberal purses, the most united effort, now, at once, will secure the prize.

Well, Holland still remained the end of the road until 1880. Along in the fore part of April 1880 Senator Dows, promoter of B. C. R. & N., addressed a meeting in Iowa Falls and came to an agreement with the Iowa Falls leaders as to what the town must do in order to secure the road. He then took up the matter with the Cedar Rapids end of the performance. Three weeks later he came back to Iowa Falls and at a big mass meeting in Opera Hall notified the people that the road would be built by way of Iowa Falls and that work would begin at once. The Cedar Rapids, Iowa Falls & Northwestern was the name of the construction company and J. T. Buttolph and A. A. Robertson of Iowa Falls and John I. Popejoy of Oakland were made directors in the company.

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Eldora, Iowa

Meanwhile, something else happened. Eldora, resourceful and full of ideas, sent L. F. Wisner and John Porter to Iowa Falls, circulated a petition, and called an election to vote a five per cent tax to build the Iowa River and Eastern Railroad. This road was to run from Toledo, to Eldora, to Iowa Falls, to Belmond, and on north. This was an effort to queer the meeting and barge in ahead of the Holland extension. The Hardin township voters defeated this effort by a vote of 221 to 19, on May 5, 1880.

On May 3, 1880 a mass meeting was held in Iowa Falls to hear a report of A. A. Robertson and J. T. Buttolph, directors of the Cedar Rapids, Iowa Falls & Northwestern Construction Co. They told the people that all that lay between Iowa Falls and the new road was help in the way of five per cent tax, furnishing of the right-of-way, and the promotion of the road to Clarion. Speeches were made by L. O. Bliss, James S. Smith, William Wilde, J. T. Buttolph, S. M. Weaver, and O. W. Garrison. A committee was appointed to secure right-of-way, consisting of A. A. Robertson, J. H. Carleton, J. S. Smith, Z. K.

Hoag, O. W. Garrison, E. S. Ellsworth, J. T. Miller, L. O. Bliss, J. L. Hoag, Colonel M. Van Buskirk, and S. P. Smith.

Benjamin Pierce, J. A. Collins, and W. E. Nichols, Hardin township trustees, called a five per cent tax election for May 17, '80. The tax carried 272 to 45.

May 26, 1880 a half dozen gangs of men with scrapers arrived. The latter part of May meetings were held at Oakland, Otisville, and Clarion. The promotion crew consisted of J. T. Buttolph, A. A. Robertson, M. Van Buskirk, C. Cowan, J. T. Lane,



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The latter part of May a five per cent tax election was held in Oakland. Judge John Porter and L. F. Wisner of Eldora, working out of Alden, sought to defeat the tax in Oakland. However, through the efforts of John I. Popejoy, E. Purdy, Frank Thayer, and L. R. Forbes the tax carried. On June 19, 1880 a five per cent tax election was carried in Lee township by a vote of 50 to 29. The Sentinel said:

The last ditch has been reached and crossed and victory has been assured. The cannon in the public square pealed out its joyful booms, the whistle at the creamery across the river screamed with all its might for half an hour, and our splendid cornet band in their new bandwagon played the liveliest tunes on all our streets. Captain Dows, the prime factor in the bonanza, was at the Western hotel and he came out for a spontaneous benefit from the people and a fine serenade by the band. Mr. Dows came forward and said that he was glad to see the people of Iowa Falls rejoice, that he rejoiced with them, and they had cause for joy, and, having kept their promises with the company, the B. C. R. & N. would faithfully keep its promises and that Iowa Falls should have the cars running here by September 1st.

We now make the further prediction which will be preserved and reproduced in the Sentinel years hence. Iowa Falls is to be the end of a division of

the B. C. R. & N. She is to have the machine shops. Manufactories will spring up along our superb water power and will represent very large capital. Men of wealth will come here to live, our schools will have a state-wide reputation, and Iowa Falls will be an educational center. Iowa Falls will be a summer resort of first class order and her mineral springs will become famous. There will be 5,000 people within her borders before the dawn of 1886, possibly twice that number. Iowa Falls will take her place alongside Waterloo, Marshalltown, and Cedar Falls, with all chances in her favor of excelling each and all of them.

STRAY B. C. R. & N. NOTES

In July 1880 there were 137 teams engaged in grading the road. The track was completed to Iowa Falls October 14, 1880 and the first passenger train arrived in Iowa Falls October 14, 1880. A daily



WOODS HOTEL — 1914



SINCE
1856

WOODS HOTEL

IOWA

ELECTRIC

LIGHT

AND

POWER

CO.



PHONE 2575

passenger train left Iowa Falls at 3:50 p.m. and connected with east & west trains at Cedar Rapids.

In September 1880 the railway company built a large railway eating house. It was located just across the street west of the present Rock Island freight depot. The eating house burned down in 1900.

S. S. McDaniel was the first agent.

The name of the town of Otisville was changed to Dows in honor of S. L. Dows, builder of the road.

The town of Popejoy was originally called Carleton in honor of J. H. Carleton and Carleton offered to furnish a lot and the lumber to build a new Methodist church in the new town. However, the name Carleton conflicted with the name Carrollton in Carroll county and the postoffice department shifted the station name to Popejoy.

The B. C. R. & N. built a dam across Rock Run below the spring, just above the present hospital grounds, from which water was to be pumped for railroad use. They first put up a windmill to pump the water, but this was somewhat of a failure. Next they hired the Kelly creamery to use their engine to pump the water. Leonides Kelly had a creamery in Rock Run at that time and used the water from the Rock Run spring.

In January 1882 Iowa Falls was made a freight division on the B. C. R. & N. and in October a bridge division. In November Iowa Falls was made a passenger division.

In May 1882 Iowa Falls voted a \$4,000 tax to help the B. C. R. & N. build a ten stall round house.

In 1888 the B. C. R. & N. bought ground just east of where the Swift plant now is for elevator purposes. Among the operators were A. A. Robertson and Isaac Tucker. In later years the elevator burned down.

THE SLIPPERY ELM

Judge John Porter and his Eldora railway promoters would not be shunted aside by the B. C. R. & N. defeat. They had dreamed of a road running northwest to Belmond and on north, and they called the new project the Chicago, Iowa and Dakota railway, immediately dubbed the Slippery Elm by unthinking sinners. In September 1882, L. H. Stone, an Iowa Falls engineer, was employed to run a survey of the proposed road.

September 19, 1882, Judge Porter called a meeting in Squire Bunce's office in Iowa Falls to talk railroad to Iowa Falls people. He offered to build the Slippery Elm to Iowa Falls for \$12,000, right-of-way, and four acres of depot ground. Two or three meetings were held the following week with E. S. Ellsworth as chairman. The result of the various activities was that Iowa Falls raised the \$12,000 and was in position to guarantee depot grounds and right-of-way and the Sentinel announced that the new road was assured.

In April 1883 five per cent tax elections were held for the Slippery Elm in Jackson and Buckeye townships. The proposition was defeated in Buckeye 62 to 18 and in Jackson by a four to one vote.

Somehow, about this time Porter raises the ante on Iowa Falls and demands \$20,000 and a barrage is started to the effect that the road is to be built direct from Eldora to Alden, leaving Iowa Falls off from the line. On July 31, 1883 a big mass meeting was held at Smith's hall and with the help of L. F. Wisner \$20,000 was raised to comply with Porter's demand. Alden put up as hard a fight as she could to have Iowa Falls left off from the line. When it came to a vote for directors of the Slippery Elm, deciding upon the route to be taken, all directors voted for Iowa Falls except Judge Porter of Eldora and Martin Pritchard of Alden.

The Slippery Elm was completed to Iowa Falls and Alden in 1884 and in September 1884 Sam Tisher became the first conductor. For many years there were two trains daily each way from Alden to Eldora Junction. One train left Iowa Falls for Eldora around 8:00 o'clock in the morning and came back at noon and a second train left around 4:00 o'clock in the afternoon and came back in the



POOL OF SILOAM IN 1881

evening. The Slip did a good business until the coming of the automobile and then it about slipped out of existence.

SLIPPERY ELM NOTES

The town of Owasa was named after a sweetheart of General Jackson by the name of Owasa. Thus Owasa became the sweetheart of Jackson township.

In November 1883 the B. C. R. & N. was building into Belmond to head off Judge Porter's road.

In March 1884 an election was held in Concord township in Hancock county to pass upon a five per cent tax to help the B. C. R. & N. Three carloads of ties were unloaded by Judge Porter along a primitive grade made by the Slippery Elm, the purpose being to influence the vote, but the B. C. R. & N. carried the election.

In June 1884 Judge Porter was in court in Fort Dodge seeking an injunction against the B. C. R. & N. on the ground that the B. C. R. & N. people had surveyed a line crossing the proposed Slippery Elm in three or four places. Somehow, in the end, Porter lost out. In later years there was talk now and then

about extending the Slippery Elm to Eagle Grove.

In December 1894 a party of masked men burned the Slip depot at Hughes. The people in the vicinity were indignant because the road did not furnish better depot accommodations and the indignation took on a violent form. An Eldora correspondent said the depot was worth \$2,000. The Sentinel said that \$25 would have been an exorbitant estimate.

THE SHORT LINE

The Short Line railway was promoted by E. S. Ellsworth and built to Des Moines in 1903 and later extended to Mason City. The Globe construction company of which E. O. Ellsworth was president, built the road. It is now a part of a great transcontinental line running from Minneapolis, through Des Moines, Kansas City, El Paso, to Los Angeles.

The original company, the Des Moines, Iowa Falls & Northern, organized by E. S. Ellsworth, is still alive, although controlled by the Rock Island System, and the annual meeting of its stockholders is held in December at the Short Line depot in Iowa Falls, at which time the Rock Island system officials are elected directors.

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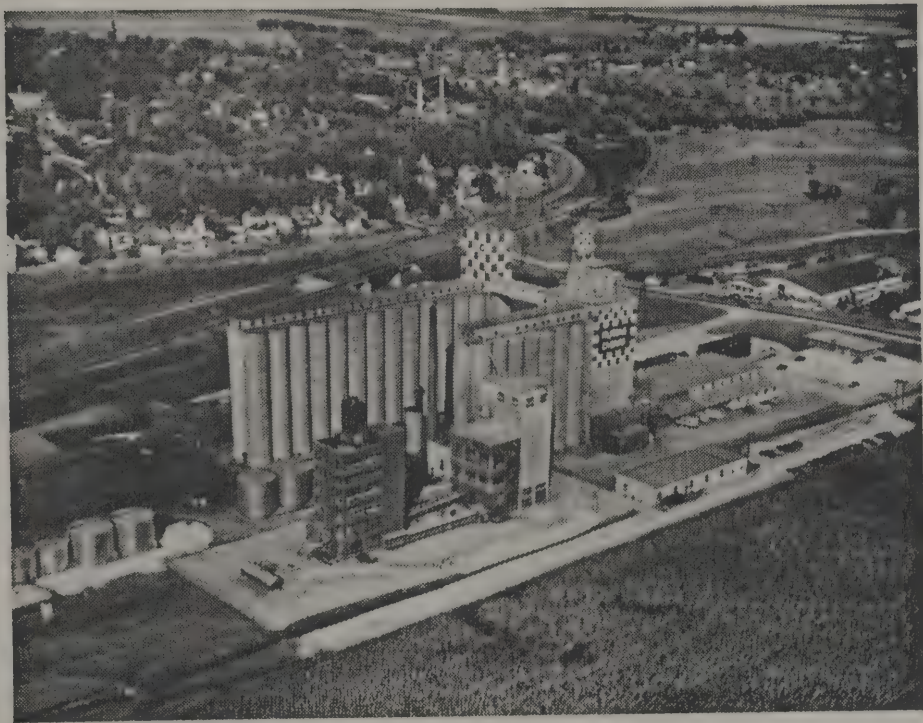
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